

November 2023

2023 Annual Report IMPLEMENTATION STATUS OF PROPOSITION 400



Contents

1.0 INTRODUCTION	9	5.0 ARTERIAL LIFE CYCLE PROGRAM (ALCP)	43
1.1 Annual Report Background and Purpose	9	5.1 Program Components	43
1.2 Prop 400 Legislation	9	5.2 The Arterial Program Over the Past Fiscal Year	45
1.3 Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP)	10	5.3 Arterial Program Reimbursements and Fiscal Status	51
1.4 Transportation Policy Committee	10	5.4 Arterial Program Outlook	52
1.5 Modal Allocations and Life Cycle Programs	10	6.0 TRANSIT LIFE CYCLE PROGRAM (TLCP)	53
1.6 Roles and Responsibilities	13	6.1 Transit Program Over the Last Fiscal Year	57
1.7 Clarifications Regarding Data, Terminology, & Other Methodology	14	6.2 Summary of Transit Program Funding and Costs	58
2.0 REGIONAL INVESTMENT PLAN	15	6.3 Transit Program Outlook	60
2.1 2003 RTP and Prop 400 History	15		
2.2 Plan Updates and Changes	18		
3.0 HALF-CENT SALES TAX AND OTHER REGIONAL REVENUES	20		
3.1 Half-Cent Sales Tax (Maricopa County Transportation Excise Tax)	21		
3.2 Arizona Department of Transportation Funds	23		
3.3 MAG Area Federal Transportation Funds	24		
3.4 Regional Revenues Summary	27		
4.0 FREEWAY LIFE CYCLE PROGRAM (FLCP)	28		
4.1 Status of the Freeway Program	31		
4.2 Freeway Program Outlook	42		

Appendix Contents

APPENDIX A - FREEWAY/HIGHWAY LIFE CYCLE PROGRAM A-1
FLCP Corridor Maps and Descriptions.....A-2
Glossary and AcronymsA-22
Table A.1 Expenditures and Future Costs TableA-23

APPENDIX B - ARTERIAL LIFE CYCLE PROGRAM B-1
Table B.1 Regional Reimbursements and Total Expenditures
(in millions of dollars) B-9
Table B.2 Region-Wide ITS Reimbursement B-48

APPENDIX C - TRANSIT LIFE CYCLE PROGRAM C-1
Table C.1 Transit Life Cycle Program - Bus Operations: Bus Rapid
Transit/Express C-19
Table C.2 Transit Life Cycle Program - Bus Operations:
Regional Grid C-22

Bus Operations: Other C-25
Table C.3 Transit Life Cycle Program - Bus Operations: Others... C-26
Table C.4 Transit Life Cycle Program - Bus Capital C-27
Table C.5 Transit Life Cycle Program - Bus Capital: Fleet C-28
Table C.6 Transit Life Cycle Program - Light Rail Transit/High
Capacity Transit: Support Infrastructure C-29
Table C.7 Transit Life Cycle Program - Light Rail Transit/High
Capacity Transit: Route Extensions C-31
Table C.8 Transit Life Cycle Program - Bus Rapid Transit/Express Route
Characteristics and Usage Summary: FY 2006 - FY2023 . C-32
Table C.9 Transit Life Cycle Program - Regional Grid Route
Characteristics and Usage Summary: FY 2006 - FY2023 . C-34

APPENDIX D - SOURCE LIST D-1

Summary of Findings and Issues

The 2023 Annual Report on the Implementation Status of Proposition 400 (Prop 400) has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6352. This statute requires MAG to annually issue a report on the status of projects funded by the half-cent sales tax for transportation through Prop 400. The report addresses project construction status, project financing, and changes to the investment plan. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from this 2023 Annual Report are summarized below.

REGIONAL INVESTMENT PLAN

On June 23, 2021, the MAG Regional Council approved the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP), which replaced the Regional Transportation Plan (RTP) as the document that houses the region's funding policy. The RSTIIP includes the freeway and highway, major arterial street, and public transportation system elements that had first been identified in the 2003 RTP and subsequently funded as part of the Prop 400 program through the end of 2025. It is important to note that Prop 400 applies only to the Maricopa County portion of MAG and all expenditures related to Prop 400 are on projects within the Maricopa County area.

Plan Updates and Changes

Each of the three life cycle programs (freeway/highway, arterial street, and public transportation) are updated annually to reflect changes in revenues, costs, and schedules while ensuring that fiscal constraint requirements are met. Minor changes are also made throughout the fiscal year through the approval of amendments to the plan and the Transportation Improvement Program (TIP). During FY 2023, amendments to the MAG TIP were made by the MAG Regional Council at ten of its meetings. Details of these actions may be accessed on the MAG website at <http://www.azmag.gov/TIP>.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Prop 400 is a key funding source for the RSTIIP, representing nearly half the regional revenues for the plan. In addition, there are other RSTIIP funding sources, primarily from state and federal agencies.

FY 2023 Prop 400 Receipts

FY 2023 receipts from the Prop 400 half-cent sales tax were 10.1 percent higher than receipts in FY 2022.

The receipts from the Prop 400 half-cent sales tax in Fiscal Year (FY) 2023 totaled approximately \$732.2 million, an increase of \$67.4 million over the total of \$664.8 million collected in FY 2022. This represents the thirteenth consecutive year of higher revenues since FY 2010.



The revenue generated by Prop 400 accounts for over half of the region's funding to implement projects established in the RSTIIP.

FY 2023 Prop 400 Forecasts

Forecasts of Prop 400 half-cent revenues are 7.5 percent higher for FY 2024–FY 2026, compared to the 2022 Annual Report estimate.

Future half-cent revenues for the period FY 2024–FY 2026 are currently forecasted to total \$2.0 billion. This amount is \$139.0 million higher than the forecast for the same period presented in the 2022 Annual Report.

FY 2023 Arizona Department of Transportation Funds Forecasts

Forecasts of total Arizona Department of Transportation funds dedicated to the MAG area for FY 2024–FY 2026 are 27.6 percent higher from the 2022 Annual Report estimate.

The forecast for Arizona Department of Transportation (ADOT) funds for FY 2024–FY 2026 totals \$1.4 billion, which is \$313.2 million higher than the 2022 Annual Report forecast.

These amounts reflect funding included as part of the Infrastructure Investment and Jobs Act (IIJA).

FY 2023 MAG Federal Transportation Funds Forecasts

Forecasts of total MAG federal transportation funds for FY 2024–FY 2026 are essentially unchanged from the 2022 Annual Report estimate.

Total MAG federal funding for the period FY 2024–FY 2026 is forecasted to total approximately \$687.4 million. This is an increase of \$1.6 million from the amount forecasted for the same period in the 2022 Annual Report, and reflects additional funding associated with the IIJA. It should be noted that additional federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report.

Federal Transportation Funding Under Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed legislation known as the IIJA. The IIJA reauthorized the surface transportation program for an additional five years and significantly increased funding above the baseline levels under the Fixing America's Surface Transportation (FAST) Act. The MAG region saw an increase of approximately 27 percent to the federal transit program.

FREEWAY LIFE CYCLE PROGRAM

The Freeway Life Cycle Program (FLCP) extends through FY 2026 and is maintained by ADOT to implement freeway/highway projects listed in the MAG RSTIIP. The program utilizes funding from three primary revenue sources: Proposition 400 half-cent sales tax, known as the Regional Area Road Fund (RARF); Arizona Department of Transportation (ADOT) federal funds; and Highway User Revenue Funds (HURF). Funding also comes from the issuance of RARF and HURF bonds.

Several major freeway/highway construction projects were completed, underway, or advertised for bid during FY 2023.

- ▶ I-10 (Papago): SR 85 to Verrado Way (Completed)
- ▶ SR 24: Ellsworth Road to Ironwood Drive (Completed)
- ▶ SR 202 (Santan): Lindsay Road (Completed)
- ▶ I-10 (Maricopa): I-17 (Black Canyon) Split to SR 202 (Santan) (Underway)
- ▶ I-17 (Black Canyon): Peoria Avenue - Greenway Road (Underway)

- ▶ I-17 (Black Canyon): Anthem Way to Yavapai County Line (Underway)
- ▶ SR 101 (Pima): Princess Drive to Shea Boulevard (Underway)
- ▶ SR 303 (Estrella): 43rd/51st Avenues (Underway)

Freeway Life Cycle Program Financial Status

State statutes require that estimated costs do not exceed the amount of forecasted program revenues. The FY 2024 FLCP was developed using forecasts from the IJIA. Forecasts for the other funding sources, RARF and HURF, have also been updated using econometric models comprised of independent variables populated using a Risk Analysis Process (RAP) developed with a panel of economists. The FY 2024 FLCP update utilizes the RARF and HURF forecasts that were generated in the fall of 2022, which showed an increase of seven percent and a decrease of four percent over the previous forecast, respectively. Additionally, project costs were updated to reflect the most recent labor and material estimates and inflated to Year of Expenditure (YOE) basis using a Construction Cost Index developed by ADOT on an annual basis.

On May 24, 2023, the MAG Regional Council approved the fiscally-balanced FY 2024 FLCP.

ARTERIAL LIFE CYCLE PROGRAM

The Arterial Life Cycle Program (ALCP) extends through FY 2026 and is maintained by MAG to implement arterial street projects in the MAG RSTIIP. The ALCP receives significant funding both from the Prop 400 half-cent sales tax and federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

ALCP Project Expenses Reimbursement

During FY 2023, nearly \$50.3 million in ALCP project expenses were reimbursed or obligated to implementing agencies. This included reimbursements to nine individual agencies. Since the beginning of the program in FY 2006, a total of \$1.16 billion in reimbursements or obligations has been provided.

Progress on Program projects

Continuing progress on projects in the ALCP has been maintained.

Over the past year, a series of high-profile ALCP projects progressed. A number of notable arterial construction projects were completed, underway or advertised for bid during FY 2023.

These include:

- ▶ Northern Parkway: Dysart Road and El Mirage Road Overpasses (Completed)
- ▶ Scottsdale Road: Jomax Road to Dixileta Drive (Completed)
- ▶ Southern Avenue at Stapley Drive (Underway)
- ▶ Cooper Road: Alamosa Drive to Riggs Road (Underway)
- ▶ Dysart Road: Northern Avenue to Peoria Avenue (Underway)

TRANSIT LIFE CYCLE PROGRAM

The Prop 400 Transit Life Cycle Program (TLCP) is maintained by the Regional Public Transportation Authority (RPTA)/Valley Metro and implements transit projects identified in the MAG RSTIIP. Valley Metro maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund (PTF) for use on transit projects and light rail/streetcar projects. Although Valley Metro maintains responsibility for the distribution of half-cent sales tax funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. (VMR), was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

Service improvements and routes funded during FY 2023

- ▶ Route 61: Route extended to 51st Avenue.
- ▶ Route 77: Route extended to West Mesa park-and-ride.



Nine individual agencies requested \$50.3 million in ALCP project reimbursements or obligations in FY 2023.



Estimated future costs

Estimated future costs for the TLCP are in balance with projected future funds for the period of FY 2024 through FY 2026.

Estimated future costs for the period of FY 2024–FY 2026 are in balance with projected future funds available with a remainder of approximately \$137.3 million (2023\$). Valley Metro continually works with its members to find the optimal mix of local, regional and federal funds for the projects in the TLCP. The life cycle process requires a balance to be maintained through effective financing and cash flow management, value engineering of projects and program adjustments as necessary.

Federal discretionary funding for transit continues to be an important issue.

A significant portion of the funding for the light rail/high capacity (LRT/HCT) transit system is awarded by the U.S. Department of Transportation through

the discretionary Capital Investment Grants (CIG) Program. The MAG region is subject to a highly-competitive process with other regions for this federal funding, resulting in uncertain timing and amounts of CIG monies over the long term. Therefore, prospective CIG awards require careful monitoring. Beyond the CIG program for the LRT/HCT system, other revenues from the Federal Transit Administration (FTA) are a key source of funding for the bus capital program.



Valley Metro continually works with its members to find the optimal mix of local, regional, and federal funds for the projects in the TLCP.



1.0 INTRODUCTION

This report covers progress on transportation projects implemented under Prop 400, through FY 2023. The report also addresses the future outlook for the Prop 400 program through the expiration of the tax.

Prop 400 was passed by the voters of Maricopa County on November 2, 2004, authorizing a 20-year extension of a dedicated half-cent sales tax for transportation projects in Maricopa County. The extension was initiated on January 1, 2006, and will be effective through December 31, 2025.

1.1 ANNUAL REPORT BACKGROUND AND PURPOSE

Arizona state statutes mandate that MAG prepare a report annually on the status of projects funded with the dedicated

half-cent transportation sales tax. This report reflects the status of projects funded through the life of Proposition 400, including information on the project status, financing, and changes.

All projects for the major transportation modes (freeways/highways, arterial streets, public transit), as defined in the investment plan, are included in this report regardless of if they receive half-cent sales tax funding or not. This ensures that progress on the entire RSTIIP is monitored and trends for all revenue sources are tracked.

1.2 ENABLING LEGISLATION

Maricopa County requires state legislation to enable a vote on the continuation of the county's dedicated half-cent sales tax for transportation.

On July 31, 2023, the Arizona State Legislature passed Senate Bill (SB) 1102. SB 1102 was signed by Governor Hobbs on August 1, 2023. In addition to authorizing a 2024 vote to consider the extension of Proposition 400, SB 1102 also details a framework to guide the implementation of the last few years of the Proposition 400 program and 20-year extension following an affirmative vote.

It should be noted that SB 1102 does not change the Proposition 400 modal allocations to freeways/highways, arterial streets, and public transportation. Moreover, the legislation does not change the eligibility of expenditures within each classification.

1.3 REGIONAL STRATEGIC TRANSPORTATION INFRASTRUCTURE INVESTMENT PLAN (RSTIIP)

On June 23, 2021, the MAG Regional Council approved the RSTIIP to serve as the basis for the extension of Proposition 400, Maricopa County's dedicated half-cent sales tax for transportation. In addition to the half-cent sales tax for transportation, the RSTIIP also guides the distribution of other revenue sources available to the region, including Federal Highway Administration (FHWA) formula funds, Federal Transit Administration (FTA) formula funds, and Highway User Revenue Funds (HURF). The RSTIIP replaced the Regional Transportation Plan (RTP) as the document that houses the region's funding policy, enabling the RTP to be restored to its intended purpose as the long-range transportation vision for the entirety of the MAG planning area.

1.4 TRANSPORTATION POLICY COMMITTEE

Arizona House Bill 2292, signed by Governor Napolitano on May 14, 2003, codified MAG's establishment of a Transportation Policy Committee (TPC). The TPC is tasked with development and oversight of the investment plan. Currently, the TPC is made up of 23 members representing cities and towns across the region, the business community, the Arizona Department of Transportation, Maricopa County Board of Supervisors, Native nations, and cities and towns in MAG.

The TPC has a prescribed membership that has been recognized in state law. Six members must represent regionwide business, one of whom must represent transit interests, one of whom must represent freight interests, and one of whom must represent construction interests. Three of the business members are appointed by the President of the Senate and the other three by the Speaker of the House.

As part of SB 1102, TPC membership will be expanded to include an additional six members: one MAG member agency, two

members representing unincorporated Maricopa County (one appointed by the President of the Senate and one appointed by the Speaker of the House), one member representing a taxpayer organization (jointly appointed by the President of the Senate and Speaker of the House), one member representing residential housing development (jointly appointed by the President of the Senate and Speaker of the House), and one member representing resiliency interests (appointed by the Governor).

1.5 MODAL ALLOCATIONS AND LIFE CYCLE PROGRAMS

The revenue generated by Prop 400 accounts for nearly half the region's funding to implement projects established in the investment plan, with the remaining funding coming from primarily state and federal agencies (see table 1.1).



Half-cent revenues cannot be moved across transportation modes (freeway/ highway, arterial and transit).

Table 1.1 Regional Revenues Summary (YOE Dollars in Millions)

Sources	FY 2006 - 2023 Historical	FY 2024- 2026 Forecast	Total
Prop 400: Half-Cent Sales Tax Extension	\$7,424.4	\$2,003.0	\$9,427.4
ADOT Funds	\$5,057.1	\$1,447.8	\$6,504.9
American Recovery and Reinvestment Act (Freeways) *	\$112.3	0.0	\$112.3
American Recovery and Reinvestment Act (Arterials) **	\$11.9	0.0	\$11.9
American Recovery and Reinvestment Act (Transit) ***	\$39.6	0.0	\$39.6
Statewide Transportation Acceleration Needs (STAN)	\$141.1	0.0	\$141.1
Federal Highway	\$1,580.4	\$250.7	\$1,831.1
Federal Transit Funds	\$1,652.8	\$436.7	\$2,089.5
Total	\$16,019.6	\$4,138.2	\$20,157.8

* Represents amount applied to FLCP projects only.

** Represents amount applied to ALCP projects only.

*** Represents amount applied to TLCP projects only.

Revenue Distribution

As specified by ARS 42-6105, the allocation of revenues from the half-cent sales tax must be distributed into the following categories:

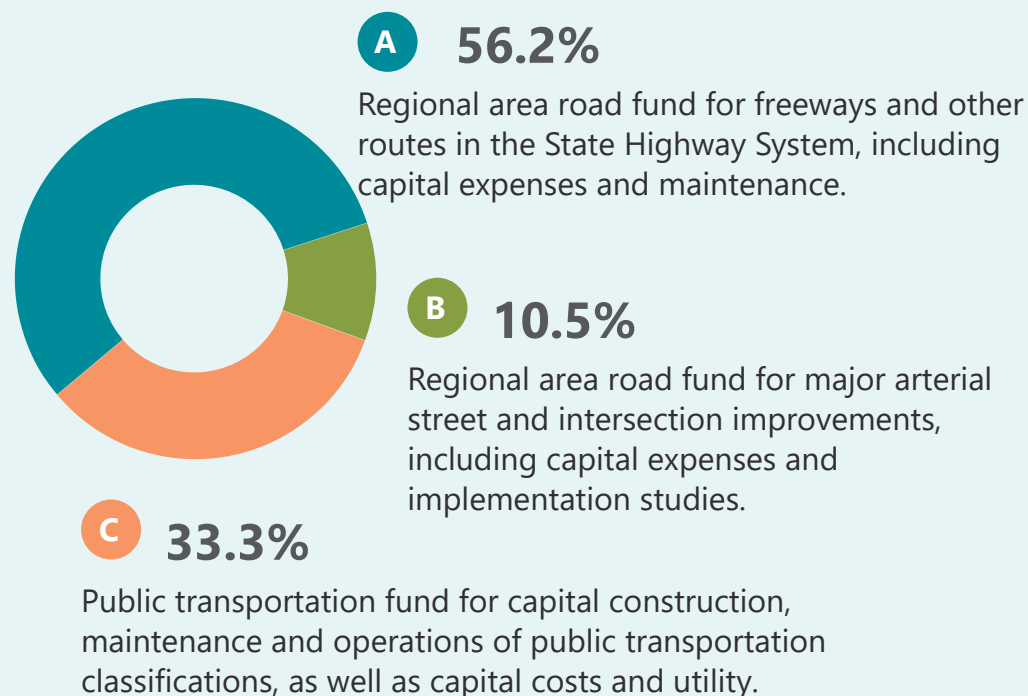
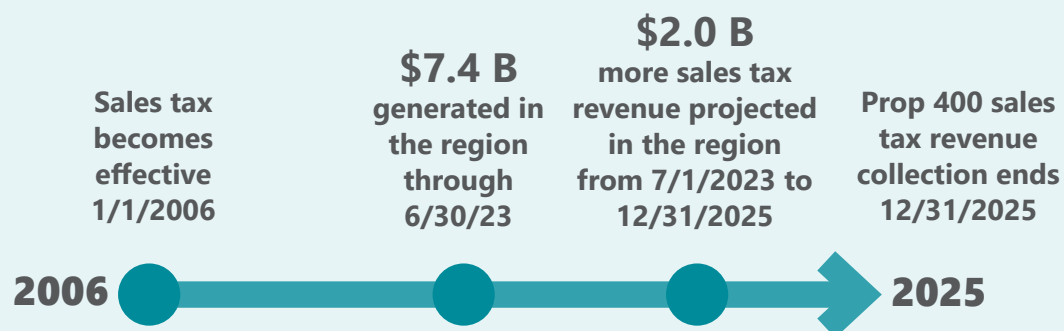


Figure 1.1 Revenue Timeline




Life Cycle Programs

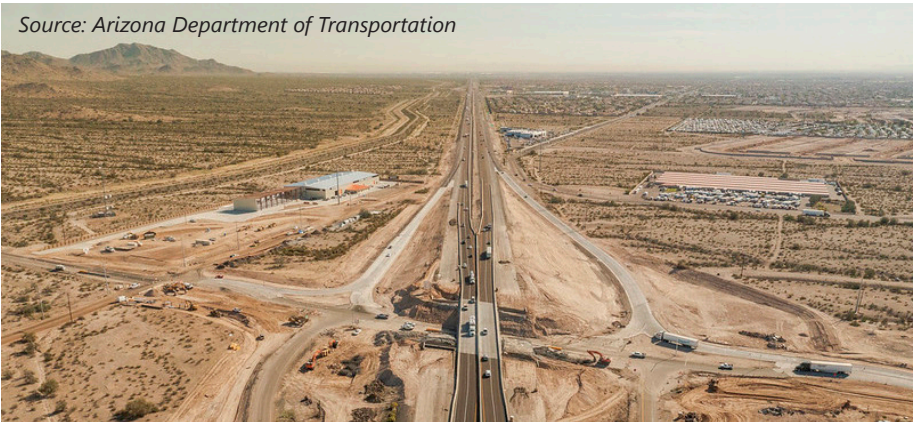
ARS 28-6352 requires that agencies implementing the regional freeway, arterial and transit programs adopt a budget process ensuring that the estimated cost of the program of improvements does not exceed the total amount of revenues available. Table 1.2 outlines life cycle programs that are management tools used by the implementing agencies to ensure that transportation program costs and revenues are in balance and that project schedules can be met. Responsibilities for maintaining these programs are as follows:

Table 1.2 Life Cycle Program Details

LIFE CYCLE PROGRAMS	RESPONSIBLE AGENCY	PURPOSE OF PROGRAMS
Freeway/ Highway	ADOT/MAG	Develop a schedule of projects through the life of the half-cent sales tax.
Arterial	MAG	Monitor progress on project implementation.
Transit	Valley Metro*	Balance annual and total program costs with estimated revenues.

* Valley Metro responsible for the transit program through the end of the Proposition 400 program through an agreement with MAG.
The MAG Annual Report draws heavily on life cycle program data and other life cycle progress documentation.

 ARS 28-6352 requires life cycle programs adopt a fiscally constrained budget process ensuring costs and revenues are in balance.



1.6 ROLES AND RESPONSIBILITIES

The responsibility for implementing and monitoring projects and programs funded through Prop 400 is shared by several regional and state entities, as described in Table 1.3 below.











Table 1.3 Prop 400 Roles and Responsibilities

Agency	Role	Responsibilities
MAG*	Designated Metropolitan Planning Organization (MPO) for the Phoenix metropolitan area.	<ul style="list-style-type: none"> Coordinates planning for multimodal transportation, air quality, wastewater, solid waste, human services and socioeconomic projections. Oversees the Prop 400 ALCP. Prepares RTP in conjunction with the TPC. Establishes project priorities and budgets for the FLCP. The MAG Regional Council (the decision-making body of MAG) approves the RTP, TIP and RSTIIP.
ADOT	State transportation agency that plans, implements and maintains the State Highway System.	<ul style="list-style-type: none"> Oversees implementation of the MAG Freeway Life Cycle Program. Manages design, engineering, right-of-way acquisition, construction and maintenance activities in the region. Maintains the arterial street fund and issues bonds on behalf of the MAG Arterial Life Cycle Program.
State Transportation Board	Entity with statutory authority over the State Highway System.	<ul style="list-style-type: none"> Approves the ADOT Five-Year Highway Construction Program for statewide projects and the MAG freeway/highway system. Has authority to issue bonds and other forms of debts. Sets priorities for the State Highway System, including projects in Maricopa County that are not part of the MAG Freeway Life Cycle Program.
Valley Metro and Valley Metro Rail	A political subdivision of the state of Arizona that ensures a viable public transportation system is provided.	<ul style="list-style-type: none"> Provides a viable public transportation system to promote regional mobility, ease traffic congestion and improve air quality. Oversees the Prop 400 TLCP. Operates and maintains regional and local transit, paratransit and light rail and streetcar services in the region.

Note: Prop 400 only applies to the Maricopa County portion of the MAG region, and all expenditures related to Prop 400 are on projects within the Maricopa County area.

1.7 CLARIFICATIONS REGARDING DATA, TERMINOLOGY, & OTHER METHODOLOGY

Table 1.4 Report Clarifications

	Accounting Objectives	The Annual Report is intended to identify overall progress and future trends in the Prop 400 program, as opposed to providing detailed financial documentation. Estimates of past expenditures and revenue receipts, as well as future costs and revenue collections, are included for use as an aid in assessing past program progress and future program outlook. These figures should not be interpreted as an official, year- by- year financial accounting record of program activities.
	Data Consistency	In preparing the Annual Report, every effort is made to use data sources that are consistent with other documents that publish similar data, such as the RTP, TIP, RSTIIP, and life cycle programs. However, these reports are issued at different times and serve different purposes, meaning that each report may not contain exactly the same set of data presented in the other reports.
	Nominal vs. Real Dollars	Revenue projections are expressed in “Year of Expenditure” (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year and do not factor in discounting for inflation. An allowance for inflation is applied when comparing project costs and revenues. In these chapters, costs reflect currently available, real dollars estimates as of the current year, but may not have been factored in every case, to a current dollar base year.
	Fourth Quarter Estimates	Expenditure data may include estimates for the fourth quarter of the most recent FY included in the Annual Report. These estimates are updated later to reflect actual expenditures when that data is available and are provided in subsequent annual reports. In certain cases, this may result in total expenditures reported for a given facility/service in one year being less than that reported in the previous year.
	Expenditure Data Adjustments	Close coordination is maintained with the agencies that supply expenditure data for the Annual Report in an effort to ensure that cost items are treated consistently from year to year. However, due to the timing of billing receipts, collection of other financial information and posting of necessary accounting adjustments, anomalies may be present in the expenditures reported by the agencies for a given project from one year to the next.
	Project Schedules	In describing project status, both “open to traffic” and “program group for construction” are used. The term “open to traffic” is used if the specific date when a facility has been opened, or will be open with some certainty, is known. The term “program group for construction” is utilized to indicate the period in which funding has been identified for construction of the facility.
	Freeway/ Highway Project Segment	Beginning with the 2013 Annual Report, the freeway/highway facility segments listed in the appendix tables were revised to correspond more closely to those utilized by ADOT’s cost reporting system rather than the 2003 RTP.
	Transit Expenditure Reporting	Since light rail operating expenses were excluded at the inception of Prop 400, only capital expenditures and costs are reported for light rail projects. These expenditures and costs are reported to reflect total capital costs and include all funding sources to offset those costs. For bus services, the Prop 400 program covers both capital and operating expenses.
	Freeway/ Highway Future Sources and Uses of Funds Adjustments	An adjustment is made in the comparison of future sources and uses of funds for the Freeway Life Cycle Program that reconciles the net of sources and uses with the projected ending balance estimated by the ADOT Cash Flow Analysis (CFA) for the Freeway Life Cycle Program.
	Bus Ridership Reporting	Beginning with the 2013 Annual Report, ridership data relates to all Public Transit Fund (PTF) supported routes or portions of routes. This includes existing routes receiving PTF funding that predate Prop 400 and may not have been reported on previously. This approach is used to ensure that the broadest disclosure possible is provided. As a result of this approach, total ridership on some routes may stay the same from year to year because PTF funds no longer pay for the service.

2.0 REGIONAL INVESTMENT PLAN

On June 23, 2021, the MAG Regional Council approved the RSTIIP, which replaced the RTP as the document that houses the region's funding policy. The RSTIIP includes the freeway and highway, major arterial street, and public transportation system elements that had first been identified in the 2003 RTP and subsequently funded as part of the Prop 400 program through the end of 2025. It is important to note that Prop 400 applies only to the Maricopa County portion of MAG and all expenditures related to Prop 400 are on projects within the Maricopa County area.

2.1 2003 RTP AND PROP 400 HISTORY

On November 25, 2003, the MAG Regional Council approved the RTP, which became the basis for the Prop 400 ballot initiative approved by Maricopa

County voters in 2004. The 2003 RTP set the framework for the implementation of Prop 400 and established the region's financial policy that is still largely in place today.

The 2003 RTP included \$15.8 billion in proposed projects (2002\$). Of this total, approximately \$8.5 billion, or 53.8 percent, came from forecasted half-cent sale tax revenues. The remaining portion comprised of MAG federal highway funds (\$1.275 billion or 8.1 percent), federal transit funding (\$1.89 billion or 12.0 percent) and ADOT highway funds (\$4.121 billion or 26.1 percent).

Revenues generated from the half-cent sales tax were allocated to the region's three modal programs: 56.2 percent to the freeway/highway program, 33.3 percent to the transit program and 10.5 percent to the arterial streets program.

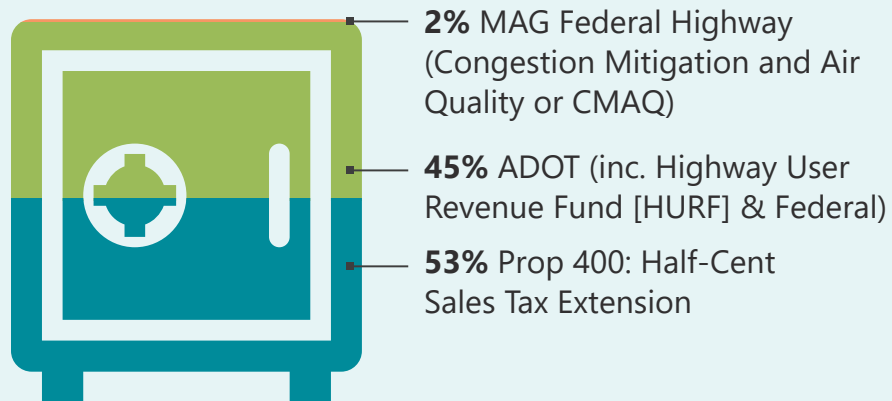
These allocations were later codified in state statute and firewalls were established to prohibit the transfer of sales tax funds between, or outside of, those programs.

In addition to the half-cent sales tax, the 2003 RTP also allocated portions of MAG federal highway funds, federal transit funds and ADOT funds to the three modal programs. Figure 2.1 on the next page displays how the funding associated with Prop 400 was allocated by life cycle program.

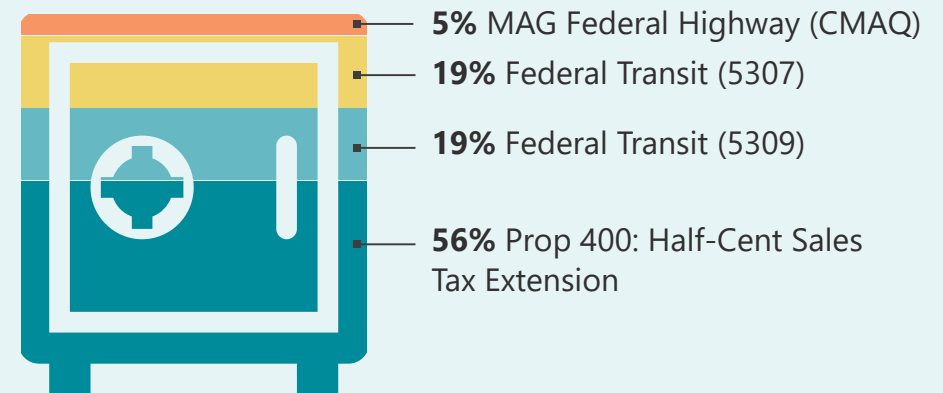
As shown in Tables 2.1 and 2.2, the half-cent sales tax was anticipated to provide approximately 54 percent of the total funding; ADOT funds 26 percent; and federal transit and highway funding the remaining 20 percent. Details on the current funding composition and outlook are provided in Chapter 3.

Figure 2.1 Source of Prop 400 Funding by Percentage (2003 RTP)

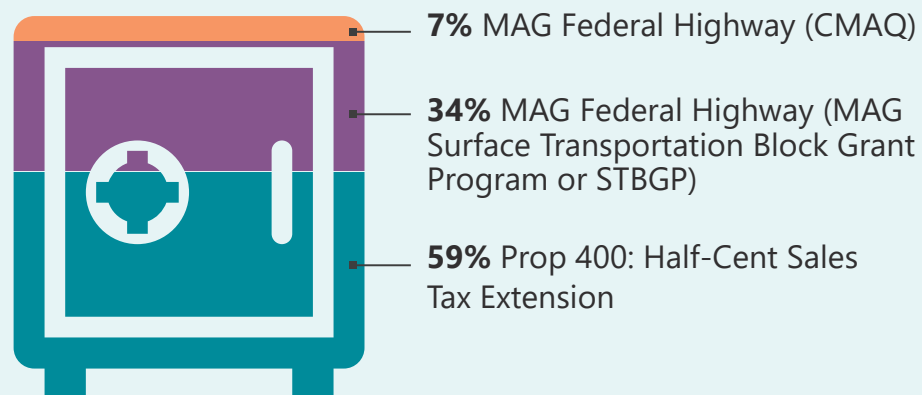
FREEWAY LIFE CYCLE PROGRAM



TRANSIT LIFE CYCLE PROGRAM



ARTERIAL LIFE CYCLE PROGRAM



OTHER

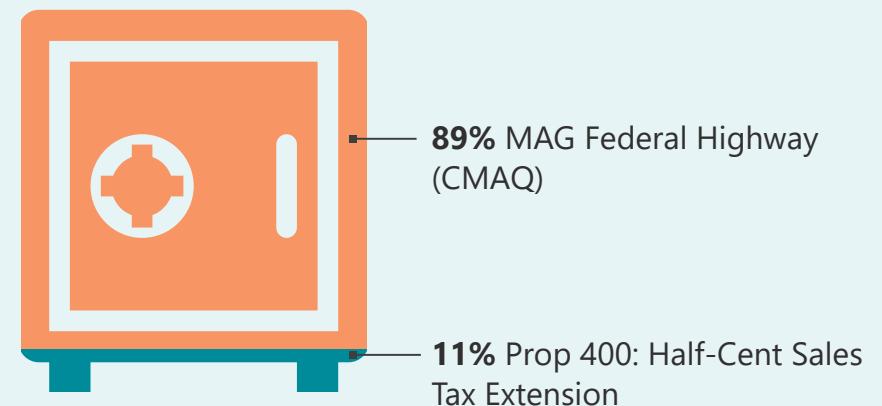


Table 2.1 2003 Regional Transportation Plan Funding (millions, 2002\$) Allocation by Source: FY 2006 – FY 2026

Funding Source	Highways/Freeways	Arterial Streets	Transit	Regional Programs	Total
Prop 400: Half-Cent Sales Tax Extension	\$4,774.0	\$862.7	\$2,830.6	\$30.8	\$8,498.1
ADOT Funds (includes HURF and federal)	\$4,120.6	--	--	--	\$4,120.6
Federal Transit (5307)	--	--	\$946.3	--	\$946.3
Federal Transit (5309)	--	--	\$945.0	--	\$945.0
MAG Federal Highway (MAG STBGP)	--	\$497.1	--	--	\$497.1
MAG Federal Highway (CMAQ)	\$148.7	\$104.6	\$279.0	\$245.7	\$778.1
TOTAL	\$9,043.4	\$1,464.5	\$5,000.9	\$276.5	\$15,785.2

Table 2.2 2003 Regional Transportation Plan Funding Allocation by Percentage by Category: FY 2006 – FY 2026

Funding Source	Highways/Freeways	Arterial Streets	Transit	Regional Programs	Total
Prop 400: Half-Cent Sales Tax Extension	52.8%	58.9%	56.6%	11.1%	53.8%
ADOT Funds (includes HURF and federal)	45.6%	--	--	--	26.1%
Federal Transit (5307)	--	--	18.9%	--	6.0%
Federal Transit (5309)	--	--	18.9%	--	6.0%
MAG Federal Highway (MAG STBGP)	--	33.9%	--	--	3.1%
MAG Federal Highway (CMAQ)	1.6%	7.1%	5.6%	88.9%	4.9%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

2.2 PLAN UPDATES AND CHANGES

Each of the three life cycle programs (freeway/highway, arterial street, and public transportation) are updated annually to reflect changes in revenues, costs, and schedules while ensuring that fiscal constraint requirements are met. Minor changes are also made throughout the fiscal year through the approval of amendments to the plan and Transportation Improvement Program (TIP). During FY 2023, amendments to the MAG TIP were made by the MAG Regional Council at ten of its meetings. Details of these actions may be accessed on the MAG website at <http://www.azmag.gov/TIP>.

FISCAL YEAR 2024 FREEWAY LIFE CYCLE PROGRAM

On May 24, 2023, the MAG Regional Council approved the FY 2024 FLCP contingent on a finding of air quality conformity. Notable project updates in the FY 2024 FLCP included:

- ▶ **State Route 303 (Estrella Freeway): Maricopa County (MC) 85 to Van Buren Street.** The FY 2024 FLCP includes a revision to the scope of the Loop 303 (Estrella Freeway): MC 85 to Van Buren Street project. Specifically, the revision includes an extension of Loop 303 (Estrella Freeway) further south along the future Loop 303/ State Route 30 (SR 30) southbound/ eastbound ramp. Loop 303 will continue as an arterial street past its original limit at Lower Buckeye Road and provide an interim connection to MC 85. These updates will help to improve regional connectivity, as higher traffic volumes are projected and can serve as a long-term, end-of freeway condition, if needed. This change also advances a portion of the future Loop 303/SR 30 connection.
- ▶ **Interstate 10 (Papago Freeway): Jackrabbit Trail.** As part of the FY 2024 FLCP annual update, funding has been programmed for the final design of the interchange improvements along Interstate 10

(Papago Freeway) at Jackrabbit Trail. Funding for scoping/environmental work for the interchange had been previously funded, with construction funding included in Phase I of the extension of Proposition 400. This additional funding will allow final design to be completed, creating a 'shovel-ready' project that can seamlessly transition to construction upon the approval of the extension.

- ▶ **Interstate 10 (Papago Freeway): State Route 85 (SR 85) to Citrus Road.** As part of the FY 2024 FLCP update, \$10 million has been programmed for the Interstate 10 (Papago Freeway): SR 85 to Citrus Road project. The state has appropriated an additional \$113 million towards the project and the City of Buckeye has contributed \$3 million. The \$10 million programmed in the approved FY 2024 FLCP satisfies MAG's required contribution to the project specified as part of the legislative appropriation and is a fixed funding commitment.

FISCAL YEAR 2024 ARTERIAL LIFE CYCLE PROGRAM

On June 28, 2023, the MAG Regional Council approved the FY 2024 ALCP. As part of the FY 2024 ALCP, several project deletions and substitutions were approved in accordance with the approved program policies and procedures.

These changes include:

- ▶ **Mesa:** Replace Pecos Road: Ellsworth Road to Meridian Road Phase I with a new project on Sossaman Road from Velocity Way to Germann Road.
- ▶ **Mesa:** Replace Signal Butte Road: Ray Road to Williams Field Road with a new project on Mountain Road from State Route 24 to Pecos Road.
- ▶ **Scottsdale:** Replace Hualapai Drive: Hayden Road to 83rd Street with the existing project on Carefree Highway from Cave Creek Road to Scottsdale Road.
- ▶ **Scottsdale:** Replace the project on Miller Road: Princess Boulevard to Legacy Boulevard with the existing project on Scottsdale Road from Dixileta Drive to Carefree Highway.
- ▶ **Scottsdale:** Replace the project on Pima Road: Jomax Road to Dynamite Boulevard with the following existing projects: (1) Pima Road from Dynamite Boulevard to Las Piedras, (2) Pima Road from Las Piedras to Stagecoach Pass, and (3) Scottsdale Road from Dixileta Drive to Carefree Highway.
- ▶ **Scottsdale:** Replace the project on Hayden Road at the Loop 101 Interchange with the following existing projects: (1) Carefree Highway: Cave Creek Road to Scottsdale Road, (2) Happy Valley Road: Pima Road to Alma School Road, and (3) Scottsdale Road: Dixileta Drive to Carefree Highway.

FISCAL YEAR 2024 TRANSIT LIFE CYCLE PROGRAM UPDATE

On April 20, 2023, the Valley Metro Board of Directors approved the 2024 TLCP update. As part of the TLCP update several route extensions and capital improvements are planned to be underway or completed:

- ▶ Procure 225 replacement and expansion transit vehicles.
- ▶ 5.5-mile light rail extension south along Central Avenue to Baseline Road (South Central Extension/ Downtown Hub).
- ▶ 1.6-mile light rail extension to Metrocenter mall (Northwest Extension Phase II).
- ▶ 1.5-mile light rail extension to 17th Avenue/Jefferson (Capitol Extension). Note that additional restrictions on this project were placed as part of SB 1102. The impacts of those restrictions are still being assessed.

3.0 HALF-CENT SALES TAX AND OTHER REGIONAL REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the RSTIIP, providing over half the revenues for the plan. In addition to the half-cent sales tax, there are a number of other RSTIIP funding sources, which are primarily from state and federal agencies. These revenue sources and the half-cent tax have been termed regional revenues in the RSTIIP. The specific regional revenue sources are:

- ▶ Half-Cent Sales Tax
- ▶ ADOT Funds
- ▶ MAG Area Federal Highway Funds
- ▶ MAG Area Federal Transit Funds

In addition to regional revenues, local governments provide funding that supports implementation of the RSTIIP. These resources provide matching funds

for capital projects in the arterial streets and light rail transit/high-capacity transit programs; subsidize certain transit operating costs; and, in the form of transit farebox revenues, contribute funding for transit operations.

Two other funding sources were also available during the life of the previous investment plan that are no longer used. The Statewide Transportation Acceleration Needs (STAN) Account was available for a time beginning in 2007, but in January 2009 the remaining funds were discontinued by the legislature in order to balance the FY 2009 state budget. The American Recovery and Reinvestment Act (ARRA) was signed into law in 2009 to help the country recover from the Great Recession. All funding associated with ARRA had been fully expended by 2014. Revenue projections

are expressed in YOE dollars, which reflects the actual number of dollars collected/expended in a given year. Therefore, there is no correction or discounting for inflation. The effect of inflation is accounted for separately through an allowance for inflation that is applied when comparing project costs and revenues, which is included in the modal sections. In these sections, costs reflect currently available, real dollar estimates as of 2023, but may not have been specifically factored, in every case, to a 2023 base year. In addition, both actual and forecasted revenues have been updated from previous reports.



Costs reflect currently available, real dollar estimates as of 2023

3.1 HALF-CENT SALES TAX (MARICOPA COUNTY TRANSPORTATION EXCISE TAX)

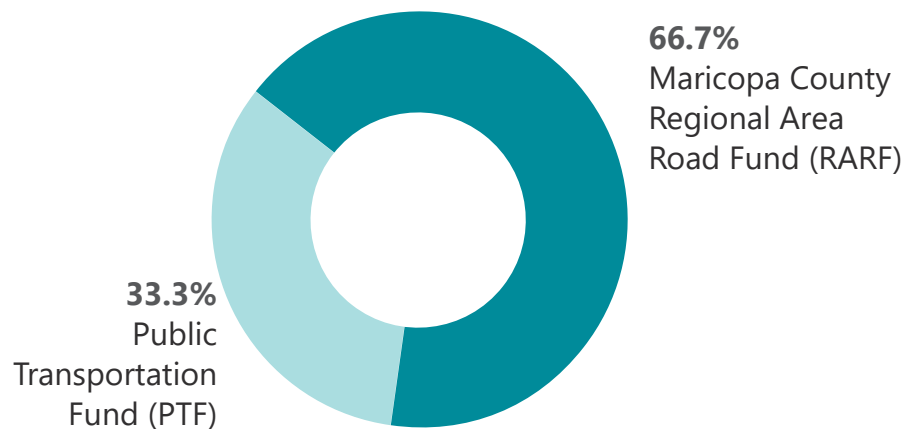
The half-cent sales tax revenues are collected by the Arizona Department of Revenue. Based on ARS 42-6105, the revenue generated by the sales tax is distributed as follows:

- ▶ 66.7 percent is allocated to the Maricopa County Regional Area Road Fund (RARF).
- ▶ 33.3 percent is directed to the Public Transportation Fund (PTF)

The use of PTF monies must be separately accounted for based on allocations to: (1) light rail transit, (2) capital costs for other transit, and (3) operation and maintenance costs for other transit. ADOT is responsible for administering the RARF funds while the PTF funds are administered by Valley Metro.

As displayed in the Table 3.1 on the next page, actual receipts from the Prop 400 half-cent sales tax totaled \$7.4 billion through Fiscal Year (FY) 2023. Collections for FY 2023 were 10.1 percent higher than those in FY 2022. Future half-cent revenues for the period FY 2024–FY 2026 are forecasted to total \$2.0 billion. This amount is 7.5 percent higher than the forecast for the same period in the 2022 Annual Report, due to continued strong growth in the retail sector. Of the \$2.0 billion total included in the current forecast, \$1.1 billion will be allocated to freeway/highway projects; \$210.3 million to arterial street improvements; and \$667.0 million to transit projects and programs. It should be noted that the current estimate of total 20-year revenues from the half-cent sales tax is approximately 36.4 percent lower than the estimate of \$14.8 billion prepared in November 2004, largely due to the impact of the Great Recession. The Prop 400 half-cent revenue forecasts will be updated again in the fall of 2023.

Figure 3.1 Source of Revenue Generated by the Sales Tax



Receipts from the Prop 400 half-cent sales tax totaled
\$7.4 billion
THROUGH FY 2023

**Table 3.1 Maricopa County Transportation Excise Tax: FY 2006-2026
(YOE Dollars in Millions)**

Fiscal Year	RARF Freeways (56.2%)	RARF Arterial Streets (10.5%)	Public Transportation Fund (PTF) (33.3%)	Total
Historical (2)				
2006 (1)	86.3	16.1	51.1	153.6
2007	219.7	41.1	130.2	391.0
2008	213.2	39.8	126.3	379.4
2009	184.0	34.4	109.0	327.4
2010	167.7	31.3	99.4	298.4
2011	173.3	32.4	102.7	308.4
2012	182.1	34.0	107.9	324.0
2013	192.0	35.9	113.8	341.7
2014	205.5	38.4	121.8	365.7
2015	214.9	40.1	127.3	382.3
2016 (3)	221.5	41.4	131.3	394.2
2017	231.2	43.2	137.0	411.3
2018	245.0	45.8	145.2	436.0
2019	262.4	49.0	155.5	466.9
2020	275.1	51.4	163.0	489.6
2021	313.3	58.5	185.6	557.5
2022	373.6	69.8	221.4	664.8
2023 (4)	405.9	85.8	240.5	732.2
Subtotal	4,166.7	788.4	2,469.0	7,424.4
Forecasted				
2024	417.5	78.0	247.4	742.9
2025	438.9	82.0	260.0	780.9
2026	269.3	50.3	159.6	479.2
Subtotal	1,125.7	210.3	667.0	2,003.0
Totals	5,292.4	998.7	3,136.0	9,427.4

(1) Represents Prop 400 tax revenues, which began on January 1, 2006.

(2) Fiscal Year totals reflect the lag in actual receipt of revenues by the fund.

(3) Beginning in Fiscal Year 2016 and ending in Fiscal Year 2021 approximately \$1.5 M in RARF proceeds were withheld on an annual basis to cover administrative costs incurred by the Arizona Department of Revenue for collection of the tax (HB2617/SB1827)

(4) Beginning in Fiscal Year 2023 and ending in Fiscal Year 2028 approximately \$400 K in RARF proceeds will be withheld on an annual basis to cover costs associated with the Arizona Department of Revenue Integrated Tax System Project (HB 2871/SB 1738).

5) Reflects end of Prop 400 half-cent sales tax on December 31, 2025.

In April 2015 then Governor Ducey signed into law House Bill 2617 which provided for the diversion of sales tax funds for transportation to the Arizona Department of Revenue. Approximately \$1.5 million per year was withheld to offset the department's expenses associated with collecting the tax. This decreased the amount of funds available for transportation improvements. The law was repealed by Senate Bill 1827 in 2021, beginning with Fiscal Year 2022.

In June 2022 then Governor Ducey signed into law HB 2871 which allows the Arizona Department of Revenue to diverted Prop 400 sales tax revenues for the agency's Integrated Tax System Project. Approximately \$400,000 per year will be distributed for Fiscal Years 2023 through 2028.



HURF funds can only be used on highways and streets; therefore, HURF funds cannot be used for transit purposes.

3.2 ARIZONA DEPARTMENT OF TRANSPORTATION FUNDS

ADOT funding sources include the Arizona State HURF monies allocated to ADOT to support the State Highway System, ADOT Federal Aid Highway Funds and other miscellaneous sources.

ADOT Funding Overview

ADOT relies on funding from two primary sources: the HURF and federal transportation funds. The HURF is comprised of funds from gasoline and use fuel taxes, a portion of the vehicle license tax, registration fees and other miscellaneous sources. According to the Arizona constitution, HURF funds can only be used on highways and streets; therefore, HURF funds cannot be used for transit purposes.

ADOT, Arizona counties, cities and towns and the Department of Public Safety (DPS) receive an allocation from HURF. Of the funds remaining after the allocation for DPS, ADOT receives 50.5 percent; 19 percent is allocated to counties; and 27.5 percent is allocated to cities and towns. The remaining 3 percent is allocated to cities with populations over 300,000. For the purposes of revenue forecasting, total HURF funds are projected based on forecasted population and economic growth, assuming that there would be no change in tax rates. Total forecasted HURF funds are then distributed to ADOT, and the other entities based on the current statutory formula and policy.

From the ADOT HURF allocation, state statute provides that 12.6 percent of the HURF funds flowing to ADOT are reserved for the MAG region, and the region comprising the Pima Association of Governments (PAG). In addition, the State Transportation Board established a policy that an additional 2.6 percent of ADOT HURF funds are allocated to the two regions. The 12.6 and 2.6 percent funds are divided so that 75 percent goes to the MAG region and 25 percent is for the PAG region. These funds are commonly referred to as "15 Percent Funds".

The 15 Percent Funds allocated to the MAG region, must be spent exclusively for improvements on limited access facilities on the State Highway System in the MAG area.

After the deduction of the 15 Percent Funds, ADOT must pay for operations, maintenance, and debt service on outstanding bonds. This includes funds for the Motor Vehicle Division, department administration, highway maintenance and additional funding for DPS.

ADOT also receives federal transportation funds which are allocated to Arizona through various federal programs and allocation formulas. This block of funds is often referred to as ADOT Discretionary Funds; the MAG region receives a 37 percent share of these funds. ARS 28-304 C.1 states that the percentage of ADOT discretionary monies allocated to the MAG region in the RTP shall not increase or decrease unless the State Transportation Board, in cooperation with the regional planning agency, agrees to change the percentage of the discretionary monies.

ADOT Funding in the MAG Area

Table 3.2 summarizes ADOT funds applicable to projects in the MAG RTP. Actual receipts from ADOT funds through FY 2023 totaled \$5.1 billion and forecasted revenues for the period FY 2024–2026 total \$1.4 billion, representing a 27.6 percent increase from the 2022 Annual Report forecast for the same period.

3.3 MAG AREA FEDERAL TRANSPORTATION FUNDS

In addition to the half-cent sales tax revenues and ADOT funding, federal transportation funding directed to the MAG region is available for use in implementing projects in the RSTIIP. The MAG area federal transportation funding forecasts included in the 2023 Annual Report correspond to the programs as structured in the IJJA.

MAG region federal transportation funding sources are summarized in Table 3.3, which displays actual and forecasted revenues. It is important to note that the federal funds estimates are only for those sources that are utilized in the life cycle programs.

Additional federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report. Federal funding for the period FY 2024–2026 is forecasted to total \$687.4 million. This forecast is essentially unchanged from the amount forecasted for the same period in the 2022 Annual Report.

**Table 3.2 ADOT Funding in MAG Region: FY 2006-2026
(YOE Dollars in Millions)**

Fiscal Year	15% Funds	ADOT Discretionary	Total Funding
Historical			
2006-07	149.7	262.5	412.2
2008	76.9	248.0	324.9
2009	60.5	156.3	216.8
2010	59.1	122.4	181.5
2011	59.5	230.9	290.5
2012	45.7	223.7	269.3
2013	60.7	244.7	305.4
2014	63.6	173.2	236.8
2015	69.5	199.4	268.9
2016	72.6	289.3	361.9
2017	78.1	223.6	301.7
2018	80.5	306.3	386.8
2019	80.5	67.8	148.4
2020	85.6	144.2	229.8
2021	89.4	199.5	288.9
2022	96.1	289.5	385.6
2023*	99.0	348.7	447.7
Subtotal	1,327.0	3,730.0	5,057.1
Forecasted			
2024	102.5	426.5	529.0
2025	106.2	408.6	514.8
2026	109.9	294.1	404.0
Subtotal	318.6	1,129.2	1,447.8
Totals	1,645.6	4,859.2	6,504.9

*FY 2023 represents forecasted amounts

Table 3.3 MAG Federal Transportation Funds: FY 2006-2026 (YOE Dollars in Millions)

Fiscal Year	FTA Transit Formula	Transit FTA Discr.	Transit Total	MAG STBGP Fwy/Hwy	MAG STBGP Arterial	MAG STBGP Total	MAG CMAQ Fwy/Hwy	MAG CMAQ Arterial	MAG CMAQ Transit	MAG CMAQ Total	Grand Total
Historical											
2006	14.1	0.0	14.1	38.1	0.0	38.1	0.0	0.0	1.0	1.0	53.2
2007	15.7	7.8	23.6	42.3	0.0	42.3	0.0	0.0	0.5	0.5	66.3
2008	71.2	18.6	89.8	38.0	0.2	38.2	5.9	11.7	0.0	17.7	145.6
2009	26.8	8.9	35.7	34.4	17.5	51.9	0.0	16.3	2.4	18.7	106.4
2010	17.1	1.6	18.7	39.3	19.6	58.9	29.1	9.3	0.6	39.0	116.6
2011	31.3	1.2	32.5	33.9	39.4	73.2	4.3	3.5	5.6	13.3	119.1
2012	29.3	1.0	30.3	34.1	24.5	58.6	10.6	16.2	5.9	32.7	121.5
2013	21.8	18.2	40.0	34.1	24.1	58.2	8.2	24.4	10.0	42.6	140.8
2014	82.3	20.7	103.0	34.1	21.8	55.9	8.8	22.1	6.8	37.6	196.5
2015	14.0	29.6	43.6	33.7	8.4	42.1	8.7	6.0	15.6	30.3	116.1
2016	41.2	6.5	47.7	12.6	42.2	54.8	8.6	14.3	17.9	40.7	143.2
2017	97.1	0.0	97.1	0.0	60.9	60.9	8.9	7.5	45.3	61.7	219.7
2018	46.7	0.5	47.2	0.0	42.6	42.6	9.0	12.4	77.6	99.0	188.8
2019	37.2	22.9	60.1	0.0	46.8	46.8	9.2	5.8	50.1	65.1	172.1
2020	73.6	27.8	101.4	0.0	47.1	47.1	9.7	3.0	38.2	50.9	199.4
2021	78.1	147.0	225.1	0.0	40.9	40.9	0.0	7.2	32.4	39.6	305.6
2022	57.0	275.5	332.5	0.0	54.8	54.8	0.0	1.4	32.3	33.7	421.0
2023	45.7	264.7	310.4	0.0	49.3	49.3	0.0	0.4	41.3	41.7	401.4
Subtotal	800.2	852.5	1,652.8	374.6	540.1	914.6	121.0	161.5	383.5	665.8	3,233.3
Forecasted											
2024	115.2	88.6	203.8	0.0	51.6	51.6	0.0	2.8	28.9	31.7	287.1
2025	58.9	25.0	83.9	0.0	56.2	56.2	0.0	5.9	24.9	30.8	170.9
2026	74.0	75.0	149.0	0.0	63.2	63.2	0.0	7.2	10.0	17.2	229.4
Subtotal	248.1	188.6	436.7	0.0	171.0	171.0	0.0	15.9	63.8	79.7	687.4
Totals	1,048.3	1,041.1	2,089.5	374.6	711.1	1,085.6	121.0	177.4	447.3	745.5	3,920.7

Values in Table 3.3 represent the use of federal funds in life cycle programs, only.

Values in Table 3.3 represent obligation authority available during the fiscal year, except for FTA funds and CMAQ transit funds, which are the amounts actually expended.

Forecasted STBGP and CMAQ revenues are based on a 91.9% Obligation Authority.

Federal Transit Funds

The Federal Transit Administration (FTA) is an agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems, including buses and light rail transit. The federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. The FTA funding includes both formula and discretionary programs.

Formula Programs: Funding is apportioned to areas based on legislative formulas. The formulas include factors such as bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles and fixed guideway route miles, as well as population and population density.

Several FTA funding programs that cover a range of uses fall into this category. Individual programs have specific restrictions regarding eligible expenditures. These programs include:

- ▶ **5307/5340 Funds** - Capital and planning needs, as well as operating expenses in certain circumstances;
- ▶ **5310 Funds** - Seniors and individuals with disabilities

- ▶ **5337 Funds** - Replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair;
- ▶ **5339 Funds** - Capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities; and,
- ▶ **STBGP-AZ Funds** - STBGP Flexible Funds that ADOT makes available for transit purposes in urban and rural Arizona. It should be noted that STBGP-AZ funds are not included under Formula Programs in Table 3.3, but are listed separately in Section 6.0 Transit.

Discretionary Programs: Transit 5309 funds are available through discretionary grants from the FTA, and applications are on a competitive basis. They include funds for Capital Investment Grants (CIG) and expanded rail and bus rapid transit systems that reflect local priorities to improve transportation options in key corridors.

Table 3.3 indicates that a total of \$248.1 million is anticipated to be expended from the Formula Programs category and \$188.6 million will be expended from the Discretionary Programs category during FY 2024–2026.

The forecast for Formula Programs is approximately 25.4 percent higher, and the forecast for Discretionary Programs is approximately 19.8 percent lower, due to the advancement of CIG apportionments under IIJA, than the amounts forecasted for the same period in the 2022 Annual Report.

Federal Highway Funds

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction and maintenance of the nation's highway system and various federally and tribal owned lands. Funding mostly comes from the federal gasoline tax. FHWA oversees projects using these funds to ensure that federal requirements for project eligibility, contract administration and construction standards are adhered to. The FHWA funding programs applicable to the MAG area are described below. Table 3.3 indicates the FHWA program funding levels forecasted for the period FY 2024–2026.

Surface Transportation Block Grant Program Funds (STBGP): STBGP funds are the most flexible federal transportation funds and may be used

for highways, transit or streets. During the period from FY 2024–2026, it is estimated that \$171.0 million will be available from STBGP funds. This funding will be directed to the ALCP. This funding level is unchanged from the 2022 Annual Report estimate for the same period.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): CMAQ funds are available for projects that improve air quality in areas that do not meet clean air standards (“non-attainment” areas). Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While they are allocated to the state, Arizona’s funds have been dedicated primarily to the MAG Region, due to the high congestion levels and major air quality issues in the area. MAG CMAQ funds are projected to generate \$79.7 million from FY 2024–2026 for the Life Cycle Programs. This represents a 2.6 percent decrease from the 2022 Annual Report estimate for the same period. This is tied to adjustments made in CMAQ funding used for transit projects.

3.4 REGIONAL REVENUES SUMMARY

Actual and forecasted regional revenue sources for the Life Cycle Programs between FY 2006–FY 2026 are summarized in Table 3.4. Actual receipts from all regional revenue sources through FY 2023 total \$16.0 billion. Future regional revenues are projected to total \$4.1 billion for the period FY 2024–2026. Total revenues for the period FY 2006–2026 amount to \$20.2 billion, which is 3.3 percent higher than what was listed in the 2022 Annual Report.

In addition to the funding sources listed in the table, bonding and other debt financing assumptions, as well as allowances for inflation, are applied in each modal life cycle program. These amounts are listed in the respective modal sections (Freeway, Arterial, Transit).



CMAQ funds are available for projects that improve air quality in areas that do not meet clean air standards

Table 3.4 Regional Revenues Summary (YOE Dollars in Millions)

Sources	FY 2006 - 2023 Historical	FY 2024- 2026 Forecast	Total
Prop 400: Half-Cent Sales Tax Extension	7,424.4	2,003.0	9,427.4
ADOT Funds	5,057.1	1,447.8	6,504.9
American Recovery and Reinvestment Act (Freeways) *	112.3	0.0	112.3
American Recovery and Reinvestment Act (Arterials) **	11.9	0.0	11.9
American Recovery and Reinvestment Act (Transit) ***	39.6	0.0	39.6
Statewide Transportation Acceleration Needs (STAN)	141.1	0.0	141.1
Federal Highway	1,580.4	250.7	1,831.1
Federal Transit Funds	1,652.8	436.7	2,089.5
Total	16,019.6	4,138.2	20,157.8

* Represents amount applied to FLCP projects only.

** Represents amount applied to ALCP projects only

*** Represents amount applied to TLCP projects only

4.0 FREEWAY LIFE CYCLE PROGRAM (FLCP)

The FLCP is the management tool for the implementation of freeway and highway projects identified in the MAG Prop 400 program. ADOT maintains and implements the program priorities established by MAG. The FLCP extends through December 31, 2025 (FY 2026), also known as the funding horizon, and utilizes funding from the Prop 400 half-cent sales tax, state and federal revenue sources.

The 2003 RTP included \$9.0 billion (2002\$) of funding allocated to freeway and highway projects, including construction, maintenance, right of way and noise mitigation. Since the adoption of the original plan, there have been four major program updates: 2008, 2012, 2016 and 2019. As part of the most recent program rebalance effort, a commitment was made to update the

program on an annual basis. On May 24, 2023, the MAG Regional Council approved the FY 2024 FLCP; the FY 2024 FLCP included updates to project scopes, budgets and schedules, which are described later in more detail.

The FLCP includes both new facilities and improvements to the existing system. The freeway/highway system serving the MAG region is shown on the map in Figure 4.1. The FLCP is a program of projects located throughout this network, on interstate routes, urban freeways and highways, as well as rural highways. All the facilities in this system are part of the State Highway System, which is constructed, maintained and operated by ADOT. The construction projects active in FY 2023 are outlined on the figure.

Due to the complexity of these large projects, the work is typically broken into multiple phases to facilitate implementation. The first phase consists of predesign activities, which include scoping, development and selection of alternative builds. This phase also includes environmental considerations as required by the fund source utilized on the project. This work is finalized in the second phase, which consists of final design tasks and clearances. The third phase, right of way and utilities, ensures the required area for the project is acquired. The timing of this phase can vary, depending on different land use factors, and often occurs simultaneous to the other noted phases. However, acquisition must be completed prior to the final phase, construction, in which the project is implemented. Further, there is also funding allocated for

operations and maintenance and other minor projects that support the implementation of the freeway program priorities.

From a high level, the types of FLCF projects can be grouped into six main categories:

- ▶ **New facilities (NEW):** includes developing and implementing new freeway corridors and segments.
- ▶ **Widening of existing facilities (WIDEN):** includes improvements to existing freeway system.
- ▶ **Freeway/highway traffic interchanges (TI):** includes improvements to existing and construction of new intersections, interchanges (grade-separated), and freeway to freeway interchanges (system interchanges).

▶ **Maintenance & Operations (M&O):** includes work under three main areas: litter pick-up, landscaping and sweeping.

▶ **Other programs (OTHER):** includes minor improvements, such as drainage, noise mitigation and traffic control.

▶ **Administrative program (ADMIN):** also referred to as regionwide subprograms,, includes funding for a number of steps that are necessary to project development and implementation such as preliminary engineering and property management.

With the adoption of the RTP in 2006, a series of freeway corridors and project types were identified. To implement these from a cash flow perspective, the work within the corridors were broken into segments.

Funding for the construction of the segments were broken into phases to reflect the period in which the construction would occur:

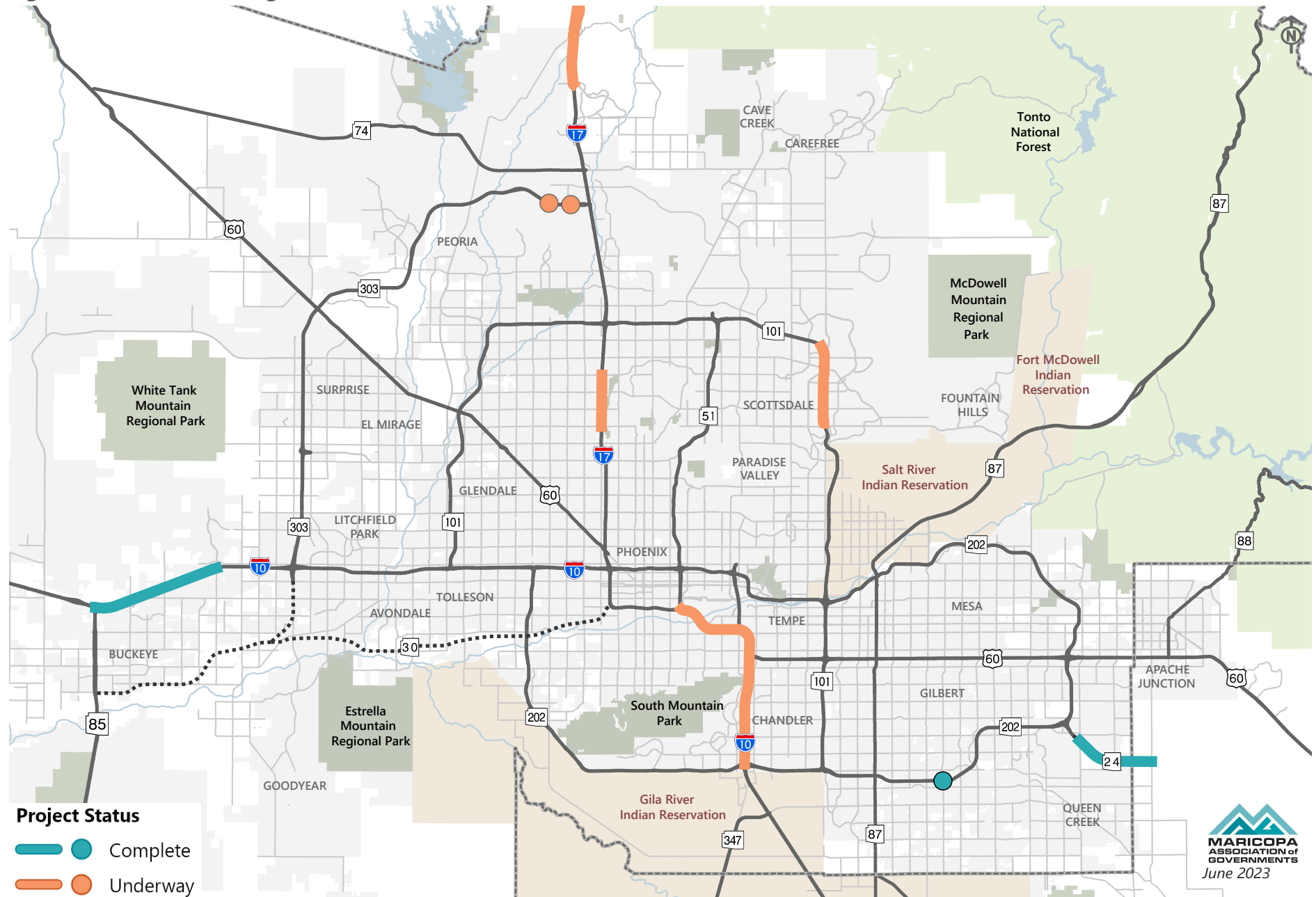
- ▶ **Phase I:** Construction programmed from FY 2005-2010.
- ▶ **Phase II:** Construction programmed from FY 2011-2015.
- ▶ **Phase III:** Construction programmed from FY 2016-2020.
- ▶ **Phase IV:** Construction programmed from FY 2021-2026.
- ▶ **Phase V:** Construction deferred out of the funded program.

Each completed, active, planned, and deferred segment identified as part of the Proposition 400 program is listed in Table A-1 in the Appendix along with its current status. The limits are reflected in the title of each segment.

Figure 4.2 Corridor Construction Funding Phases

	PHASE I	PHASE II	PHASE III	PHASE IV	PHASE V
YEAR OF PROGRAMMED CONSTRUCTION	FY 2005-2010	FY 2011-2015	FY 2016-2020	FY 2021-2026	Deferred

Figure 4.1 FLCP 2023 Progress



4.1 STATUS OF THE FREEWAY PROGRAM

FY 2024 FLCP

As part of the FLCP annual update process, ADOT coordinates with their program management consultant to update construction and right of way costs twice a year. Project costs in the FY 2024 FLCP reflect estimates that were generated in December 2022. These estimates reflect the latest labor and material costs available at the time. Notable changes include:

- ▶ **State Route 303 (Estrella Freeway): Maricopa County (MC) 85 to Van Buren Street.** The FY 2024 FLCP includes a revision to the scope of the Loop 303 (Estrella Freeway): MC 85 to Van Buren Street project. Specifically, the revision includes an extension of Loop 303 (Estrella Freeway) further south along the future Loop 303/State Route 30 (SR 30) southbound/eastbound ramp. Loop 303 will continue as an arterial street past its original limit at Lower Buckeye Road and provide an interim connection to MC 85. These updates will help to improve regional connectivity, as higher traffic volumes are projected and the extended facility can better serve as

a long-term, end-of-freeway condition, if needed. This change also advances a portion of the future Loop 303/SR 30 connection.

- ▶ **Interstate 10 (Papago Freeway): Jackrabbit Trail.** As part of the FY 2024 FLCP annual update, the FY 2023-2024 legislative appropriation has been programmed for the final design of the interchange improvements along Interstate 10 (Papago Freeway) at Jackrabbit Trail. Funding for scoping/environmental work for the interchange had been previously programmed, with construction funding included in Phase I of the extension of Proposition 400. This additional funding will allow final design to be completed, creating a 'shovel-ready' project that can seamlessly transition to construction upon the approval of the extension.
- ▶ **Interstate 10 (Papago Freeway): State Route 85 (SR 85) to Citrus Road.** As part of the FY 2024 FLCP update, \$10 million has been programmed for the Interstate 10 (Papago Freeway): SR 85 to Citrus Road project. The state has appropriated an additional \$113 million towards the project and the City of Buckeye has contributed

\$3 million. The \$10 million programmed in the approved FY 2024 FLCP satisfies MAG's required contribution to the project specified as part of the legislative appropriation and is a fixed funding commitment.

Freeway Project Status Updates

Over the past year, a series of high profile FLCP projects have progressed. As shown in the map on the previous page, a number of major construction projects were completed, or underway, during FY 2023. These include:

Completed

- ▶ I-10 (Papago): SR 85 to Verrado Way
- ▶ SR 24: Ellsworth Road to Ironwood Drive
- ▶ SR 202 (Santan): Lindsay Road

Underway

- ▶ I-10 (Maricopa): I-17 (Black Canyon) Split to SR 202 (Santan)
- ▶ I-17 (Black Canyon): Peoria Avenue - Greenway Road
- ▶ I-17 (Black Canyon): Anthem Way to Yavapai County Line
- ▶ SR 101 (Pima): Princess Drive to Shea Boulevard
- ▶ SR 303 (Estrella): 43rd/51st Avenues

In the following sections, details on each project are highlighted to demonstrate the benefit they provide to the region.

Freeway Program Funding and Costs

Table 4.1 provides a summary of past expenditures, estimated future costs and total costs by category for the FLCP. Detailed cost data is included in Table A-1 in the Appendix. In the FLCP, future costs are in YOE dollars.

Tables 4.2 and 4.3 summarize the future funding sources and uses for the FLCP between FY 2024–2026. Expenses are deducted from these sources, which includes transfers for plan implementation identified in legislation, estimated future debt service and repayment of other financing.

Table 4.1 Freeway/Highway Life Cycle Program Summary of Expenditures and Estimated Future Costs: FY 2006-2026 (2023 and YOE Dollars in Millions)

Category	Design Expenditures*	Right-of-Way Expenditures*	Construction Expenditures*	Total Expenditures*	Estimated Future Costs: FY 2024-2026	Total Cost: FY 2006-2026
New Corridors	228.2	1,023.6	1,942.8	3,194.5	680.3	3,874.8
Widen Existing Facilities	269.4	76.8	2,341.1	2,687.3	1,241.7	3,929.0
Traffic Interchanges	100.4	142.1	822.2	1,064.8	863.0	1,927.8
Maintenance	-	-	245.2	245.2	36.6	281.8
Other Projects	22.0	5.7	149.9	177.6	20.6	198.2
Admin	3.7	336.3	182.0	522.0	63.3	585.4
Total	623.7	1,584.5	5,683.2	7,891.4	2,905.5	10,797.0

*through FY 2023

Table 4.2 Freeway/Highway Life Cycle Program Future Sources of Funds: FY 2024-2026 (YOE Dollars in Millions)

Source	Projected Future Funding: FY 2024-2026
Proposition 400: Half-Cent Sales Tax	1,125.7
ADOT Funds	1,447.8
MAG CMAQ and STBGP (Federal Highway)	0.0
Other Income	106.7
Bond and Loan Proceeds	-
Plus Beginning Balance	955.1
Less Debt Service and Other Expenses	(362.3)
Less Inflation Allowance	-
Total	3,273.0

Table 4.3 Freeway/Highway Life Cycle Program Future Uses of Funds: FY 2024-2026 (YOE Dollars in Millions)

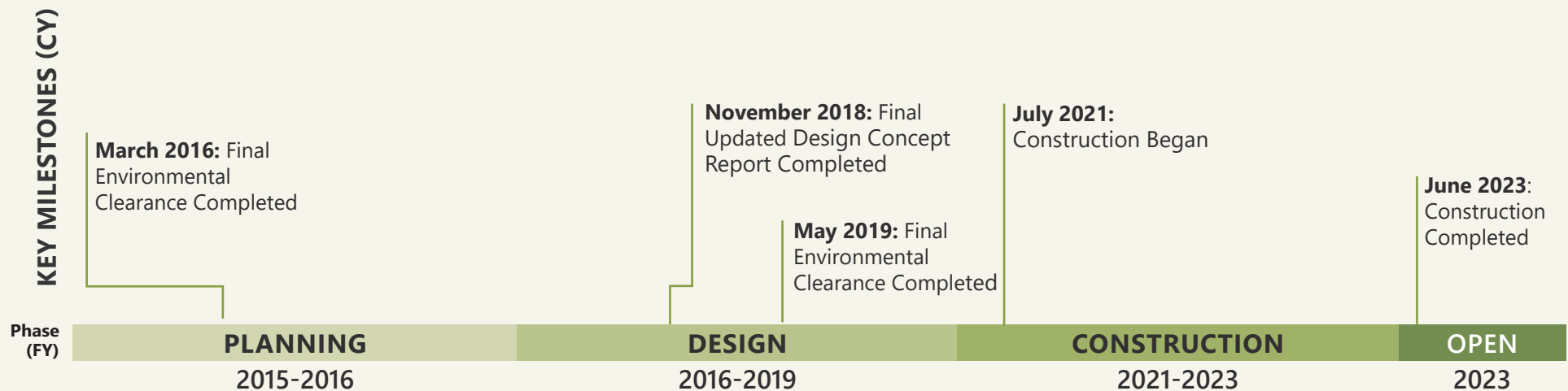
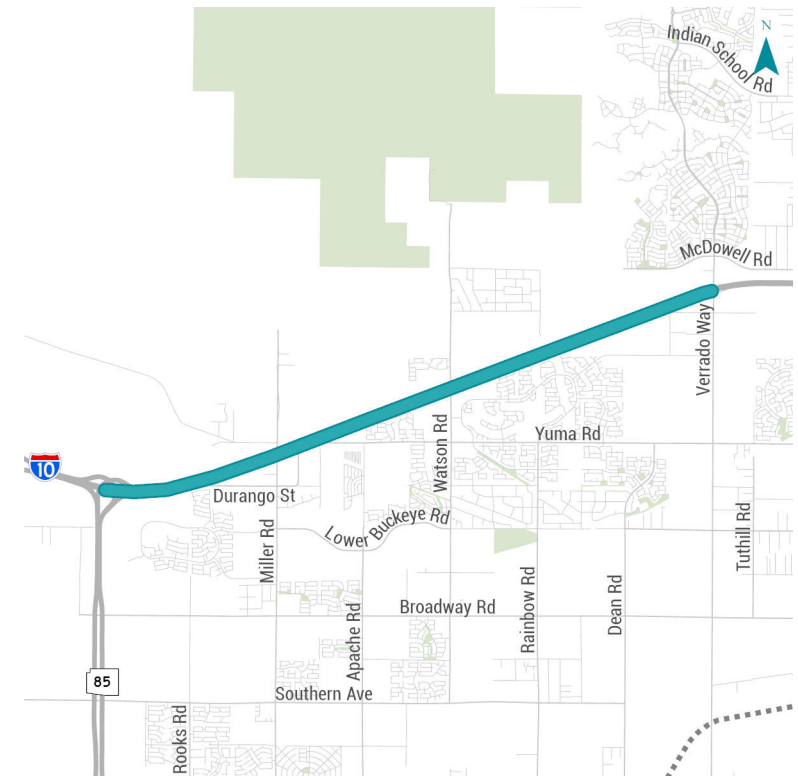
Category	Estimated Future Costs: FY 2024-2026
New Corridors	680.3
Widen Existing Facilities	1,241.7
Traffic Interchanges	863.0
Maintenance	36.6
Minor/Other Projects	20.7
Admin.	63.3
Cash Flow Adjustment*	367.4
Total	3,273.0

* This amount reconciles the net of sources and uses in Table 4-2 with the projected ending balance estimated by the ADOT Cash Flow Analysis (CFA) for the Freeway Life Cycle Program and the project costs contained in the ADOT Regional Transportation Plan Freeway Program (RTPFP) Expenditures Report (YOE dollars).

I-10 (Papago Freeway): SR 85 to Verrado Way

Completed

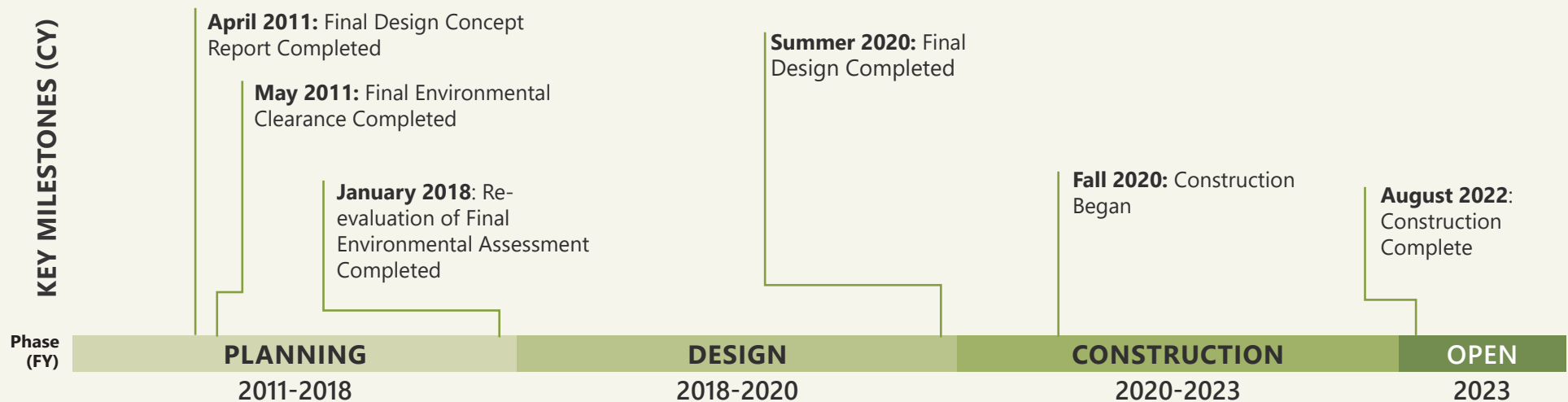
The scope of this project added one general purpose lane in each direction in the median of I-10 (Papago Freeway) between SR 85 and Verrado Way, and reconstructed the traffic interchanges at Miller Road and Watson Road. The reconstruction also included bridge replacement to accommodate three through lanes in each direction at each interchange. As part of this project, new concrete pavement at the cross streets, new asphaltic pavement on the freeway mainline, sound walls, drainage improvements, signing and striping, freeway management system (FMS), ramp gore lighting, Americans with Disabilities Act (ADA) improvements and seeding were also included. This project is located in the City of Buckeye.



SR 24 (Gateway Expressway) Interim Phase II: Ellsworth Road to Ironwood Drive

Completed

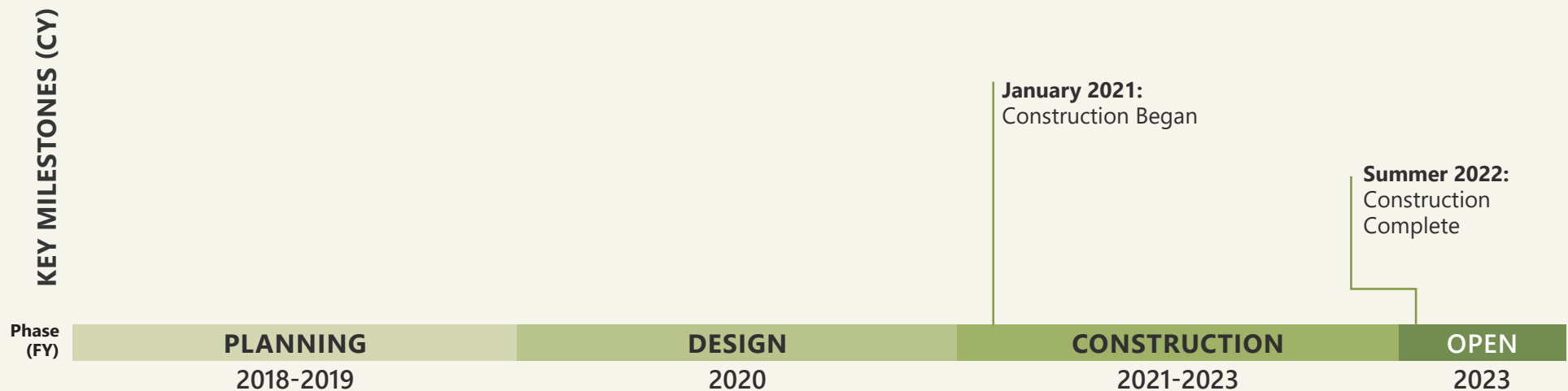
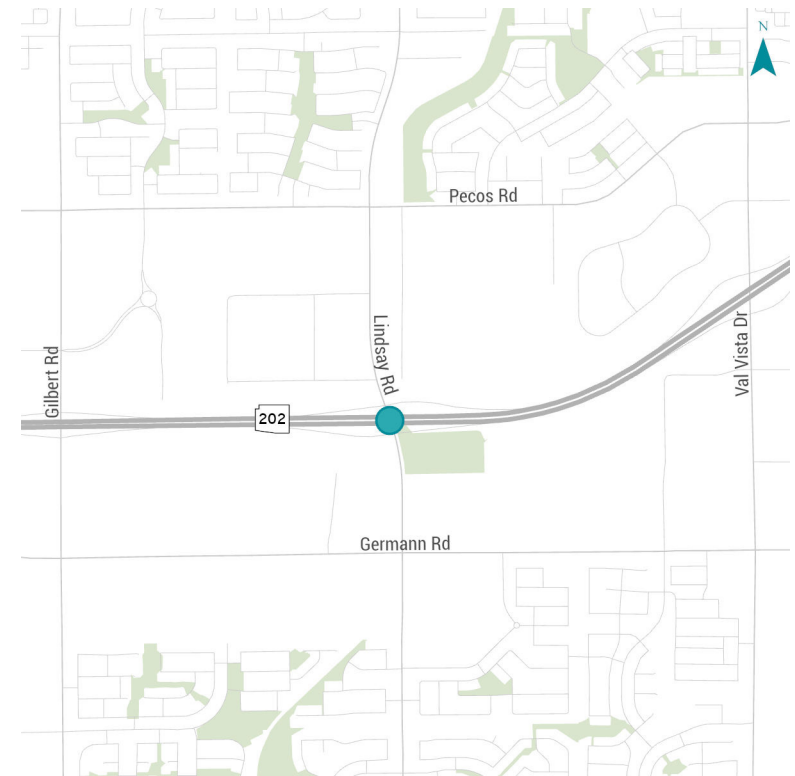
SR 24 (Gateway Expressway) is a new freeway extending from SR 202L (Santan Freeway) to Ironwood Drive. This phase of the project included extending the existing interim freeway by five miles from Ellsworth Road to Ironwood Drive. The interim facility has two lanes in each direction and bridges over Ellsworth and Mountain Roads. Construction of the ultimate freeway is included in the extension of Proposition 400. SR 24 is located within the City of Mesa and the Town of Queen Creek.



SR 202L (Santan Freeway): Lindsay Road

Completed

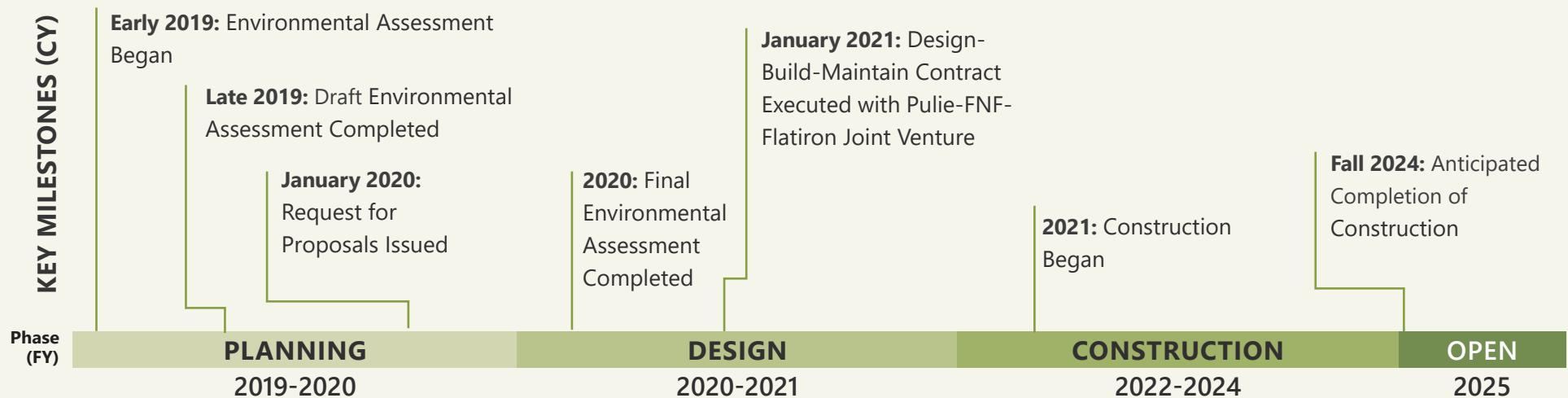
This project constructed a new full access traffic interchange at Lindsay Road and SR 202L (Santan Freeway) and a frontage road system on the north side of the freeway between Lindsay Road and Gilbert Road. The improvements include new entry/exit ramps, traffic signals and minor modifications to the freeway mainline and the surrounding roadway network to accommodate the TI. The new interchange is located within the Town of Gilbert, who contributed additional funding towards the project.



I-10 (Maricopa Freeway): I-17 (Black Canyon Freeway) Split to SR 202L (Santan Freeway)

Underway

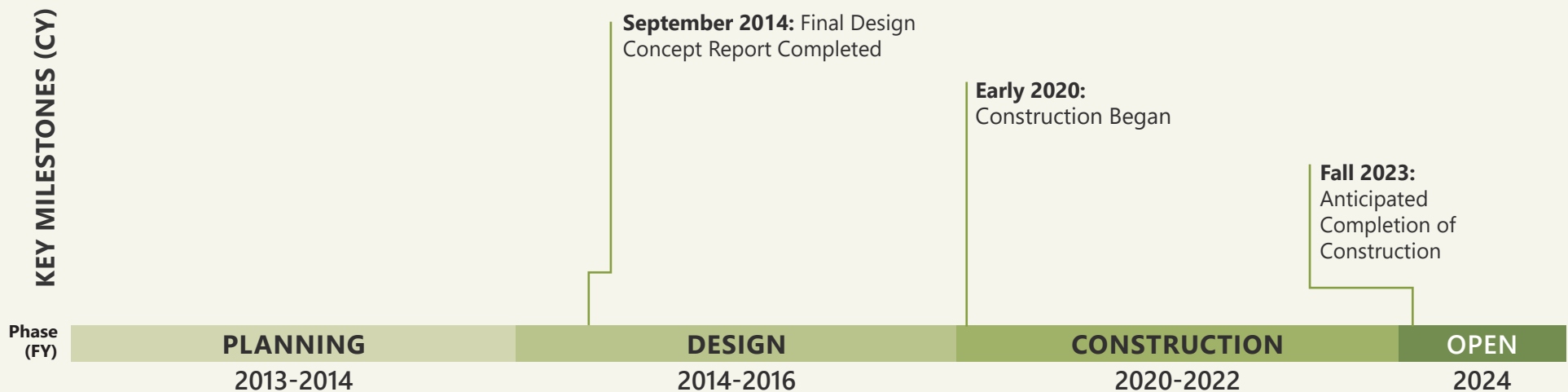
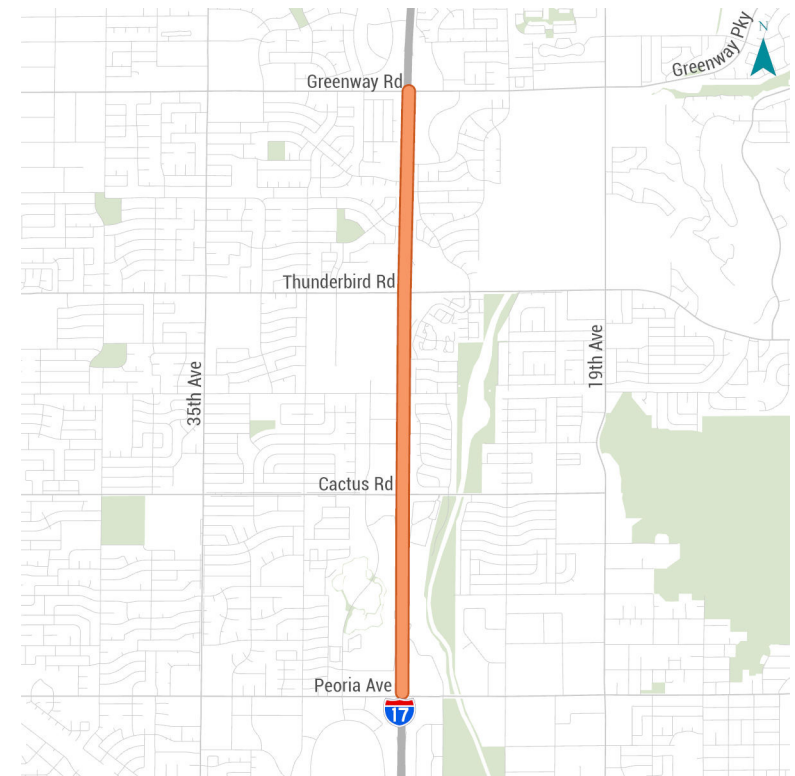
The scope of this project, also known as I-10 Broadway Curve, is to add one general purpose lane in each direction to I-10 (Maricopa Freeway) from Ray Road to 24th Street, and add one high occupancy vehicle lane from west of US 60 to I-17 (Black Canyon Freeway). The project includes collector-distributor roads between Baseline Road and 40th Street, reconstruction of the Salt River Bridge, reconstruction of the SR 143 (Hohokam) Bridge, reconstruction of the Broadway Road bridge, the addition of new direct HOV lanes at SR 143 to and from the east, and pedestrian bridges at Alameda Drive, the Western Canal, and Guadalupe Road. This project is located in the cities of Phoenix, Tempe and Chandler.



I-17 (Black Canyon Freeway): Peoria Avenue to Greenway Road

Underway

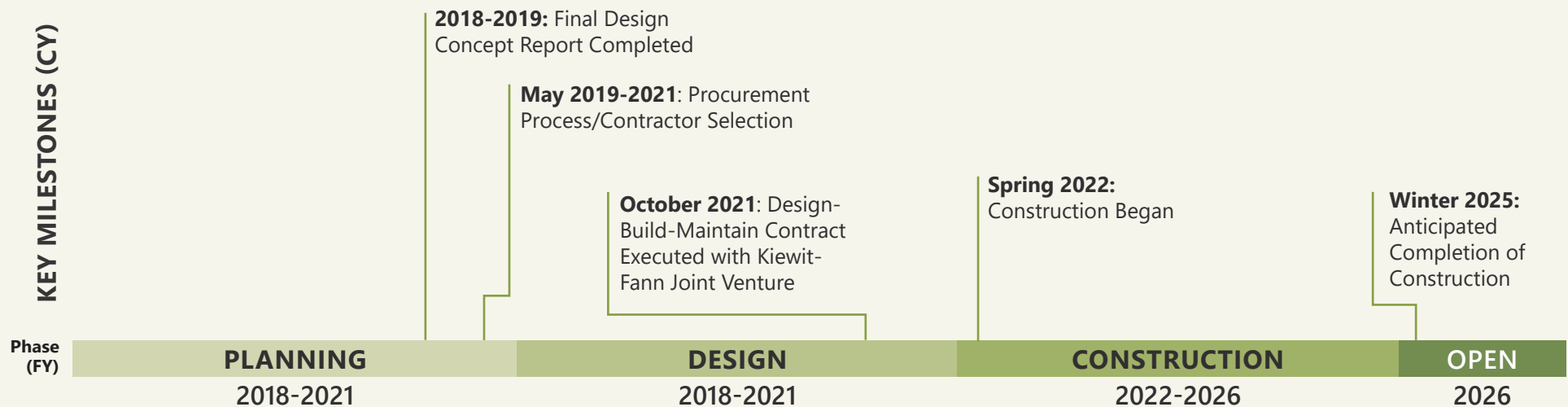
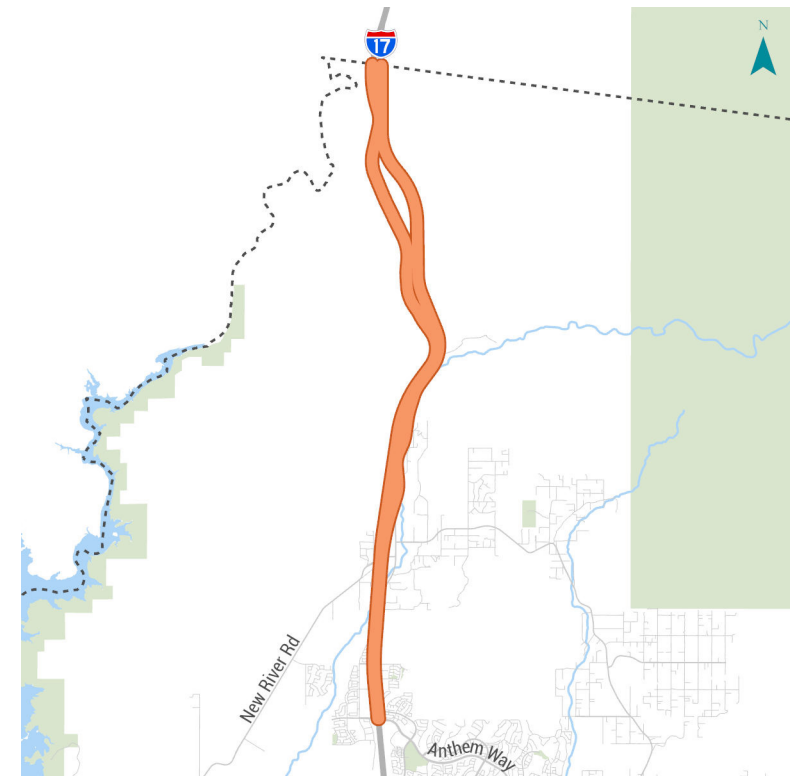
ADOT is constructing improvements to the cross-street drainage system along I-17 (Black Canyon Freeway) between Peoria Avenue and Greenway Road. The improvements will include a new gravity-powered storm drain system and new drainage basins. This project is located in the City of Phoenix.



I-17 (Black Canyon Freeway): Anthem Way to Yavapai County Line

Underway

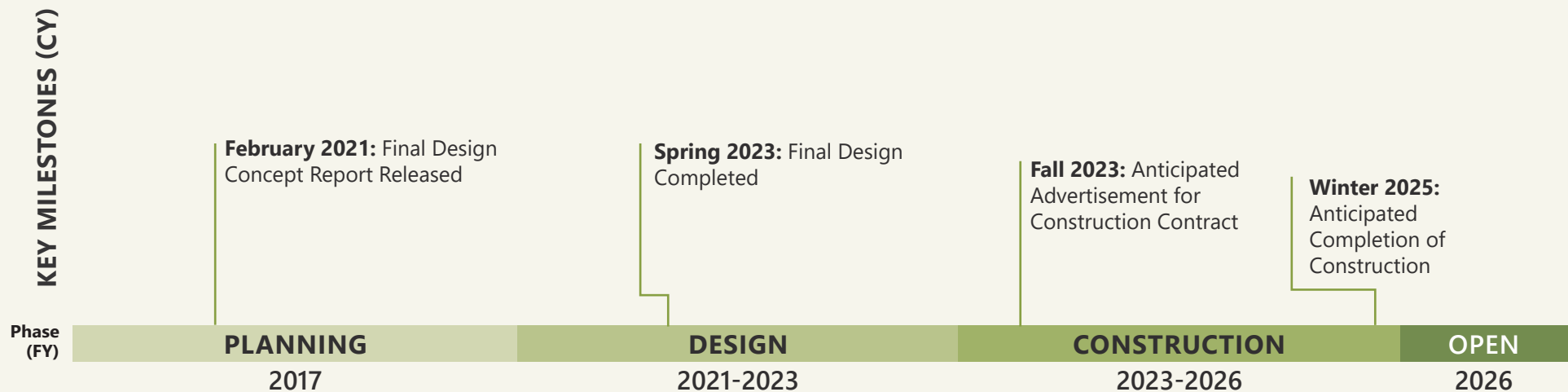
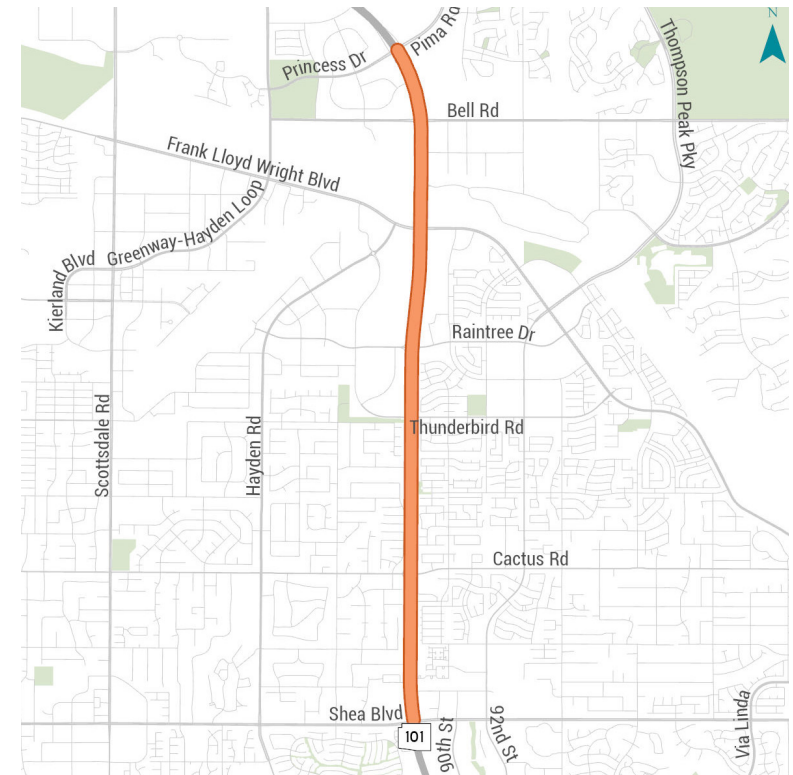
The scope of this project is to add one general purpose lane on I-17 (Black Canyon Freeway) in each direction from the Anthem Way traffic interchange to the Maricopa/Yavapai County line. The project includes New River overpass widening to accommodate an additional lane on I-17, rubberized asphalt overlay, lighting, FMS, landscaping improvements, ADA improvements, signing, and striping. This project is located in the City of Phoenix and is a component of a larger project funded by ADOT and federal discretionary grants that includes the addition of one general purpose lane in each direction to Black Canyon City and then two flex lanes from Black Canyon City to Sunset Point.



SR 101L (Pima Freeway): Princess Drive to Shea Boulevard

Underway

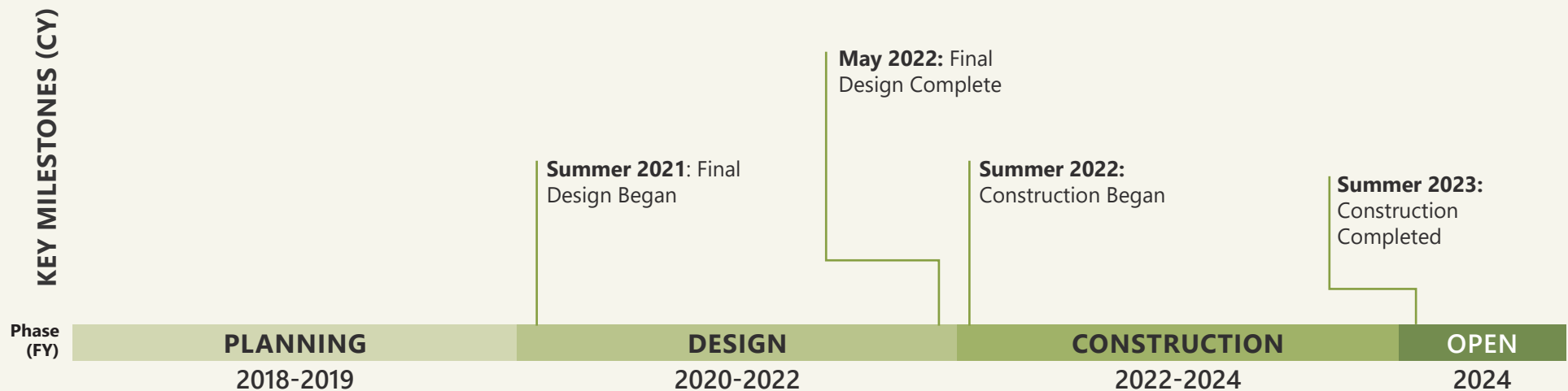
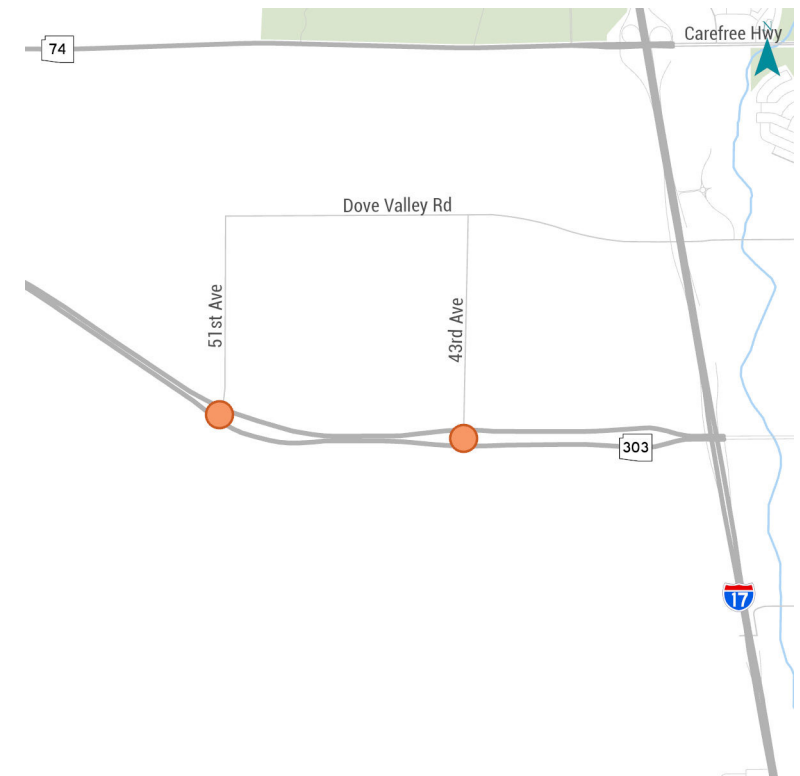
This project includes widening SR 101L (Pima Freeway) to add one general-purpose lane in both directions between Princess Drive and Shea Boulevard and reconstructing the interchange at Frank Lloyd Wright Boulevard to a new configuration. The scope also includes minor modifications at Princess Drive, Raintree Drive and Shea Boulevard and reconstructing the sidewalks to comply with current Americans with Disabilities Act (ADA) standards. This project is located within the City of Scottsdale.



SR 303L (Estrella Freeway): 43rd & 51st Avenues

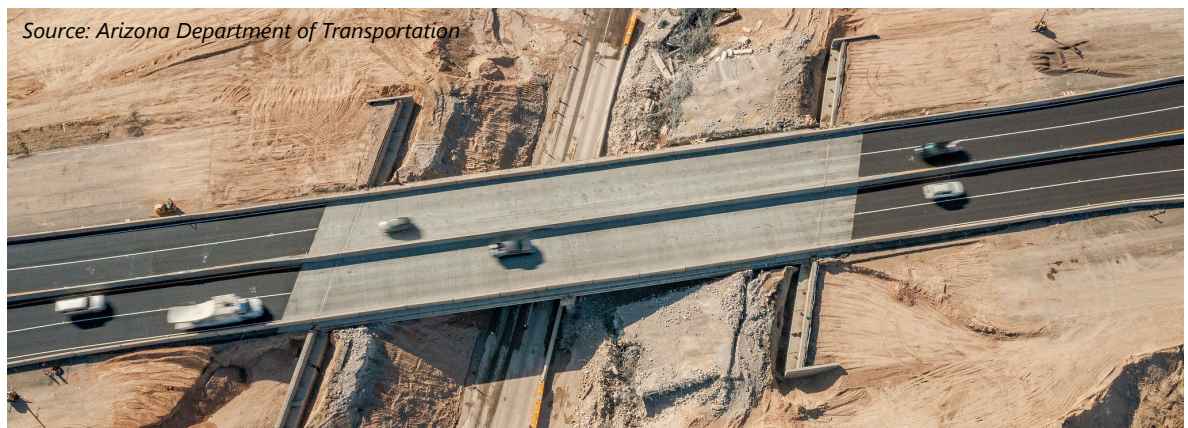
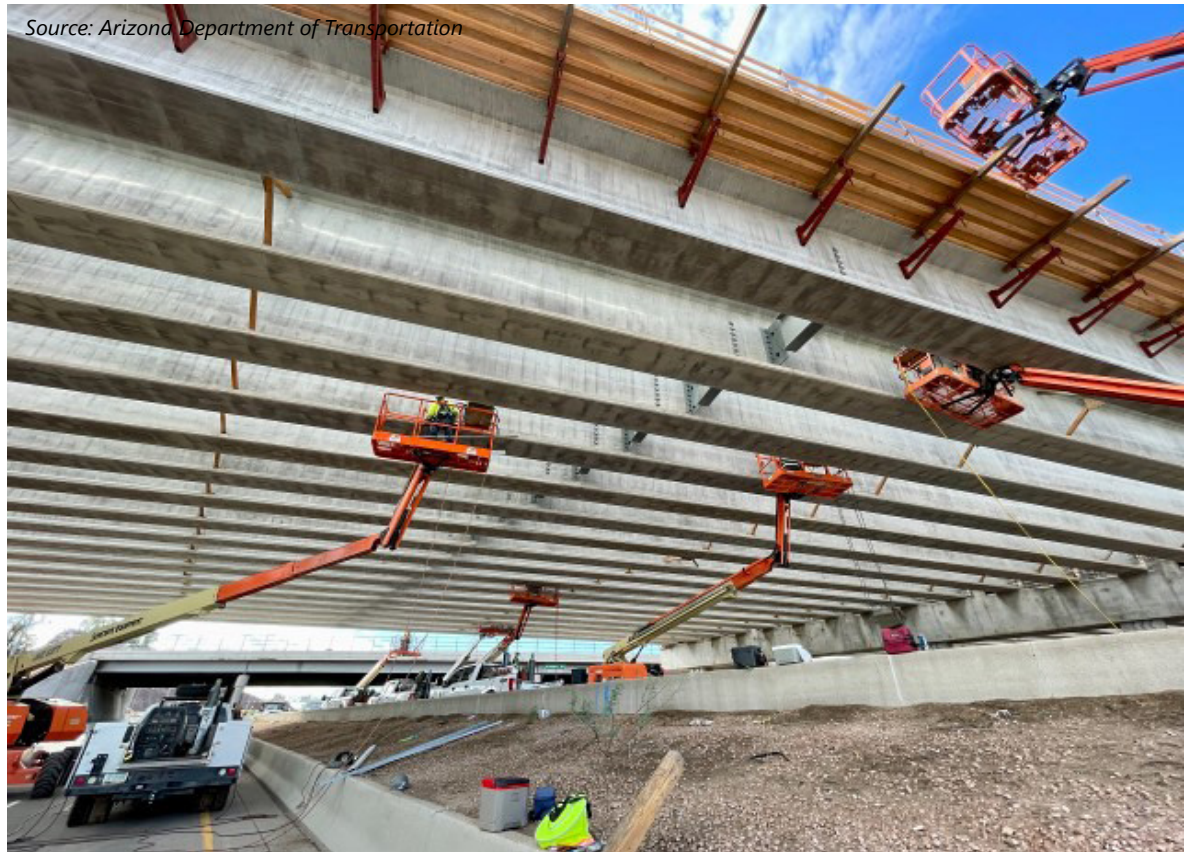
Underway

The scope of this project is to construct two traffic interchanges, one each at 51st Avenue and 43rd Avenue on SR 303L (Estrella Freeway). The project includes construction of the two TI bridges and two general purpose lanes between the interchanges areas, a westbound frontage road connecting 51st Avenue to 43rd Avenue, as well as reconstruction of the drainage channel west of 51st Avenue. This project also includes installation of signing, pavement marking, and ramp gore lighting. This project is located in the City of Phoenix.



4.2 FREEWAY PROGRAM OUTLOOK

As part of the FLCP annual update, MAG and ADOT coordinate to perform a formal cash flow analysis using updated forecasts and YOE estimates to ensure the new program falls within fiscal constraint guidelines. Prior cash flow revenues are also updated to reflect actual RARF and HURF collections; FY 2023 revenues for RARF were higher than forecasted whereas revenues collected for HURF were slightly lower than what had been forecasted. The cash flow analysis for the FY 2024 FLCP shows a positive year-over-year fund balance through FY 2026; the ending program fund balance is \$390 million.



5.0 ARTERIAL LIFE CYCLE PROGRAM (ALCP)

The ALCP extends through FY 2026 and is maintained by MAG to implement arterial street projects identified in the MAG Prop 400 program. The program meets the requirements of state legislation calling on MAG to conduct a budget process to ensure the estimated costs of the programmed arterial street improvements do not exceed the total amount of revenues available for these improvements.

The ALCP provides MAG with a management tool to administer regional funding for arterial street improvements. The ALCP receives funding from both the Prop 400 half-cent sales tax extension and federal highway programs. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional level revenues.

5.1 PROGRAM COMPONENTS

The ALCP provides regional funding to widen existing streets, improve intersections and construct new arterial segments. The program also provides resources for MAG planning studies and implementation of arterial intelligent transportation system (ITS) projects. It should be noted that the funding for the construction of arterial improvements is spread throughout the 20-year period covered by the life cycle program.

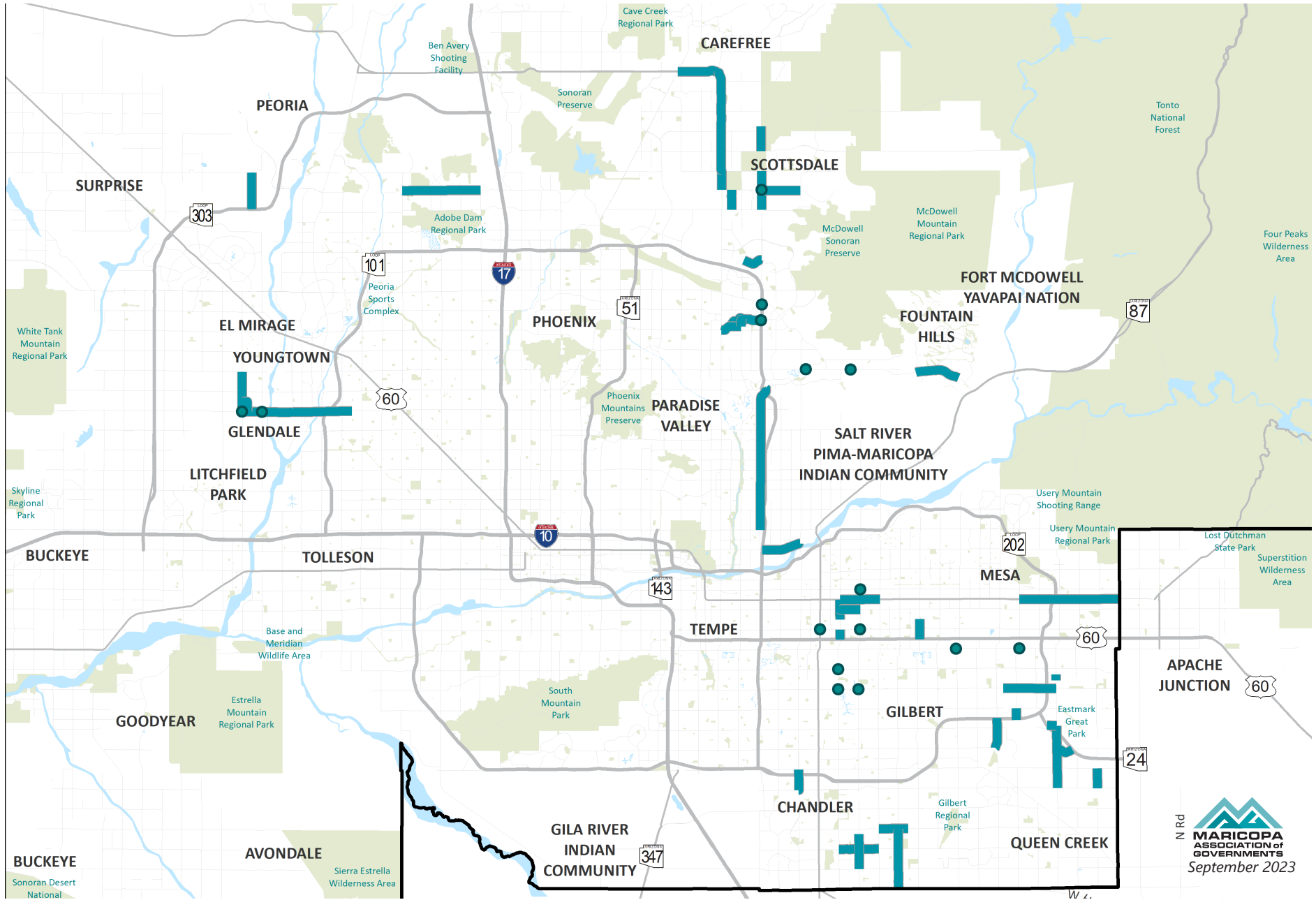
In certain cases, local governments plan to construct projects sooner than scheduled in the most recently approved RSTIIP in response to local priorities and development constraints. When this occurs, the local jurisdiction implementing the project will be reimbursed according to the current fiscal year's arterial streets program schedule identified in the RSTIIP, even

though construction occurs earlier. In cases when a project is deferred, the reimbursements do not occur until work is completed.

Funding substitutions among an individual jurisdiction's projects and the allocation of "closeout" funds may alter the reimbursement sequence for certain projects. In some cases, advanced projects will not be reimbursed unless sales tax or other program revenues in the future are higher than currently projected.

The map on the next page depicts the location of ALCP projects in the MAG region that were completed or underway during FY 2023.

Figure 5.1 ALCP FY2023 Projects Map



5.2 THE ARTERIAL PROGRAM OVER THE PAST FISCAL YEAR

Over the past year, a series of high profile ALCP projects progressed. Several notable arterial construction projects were completed, underway or advertised for bid during FY 2023. These include:

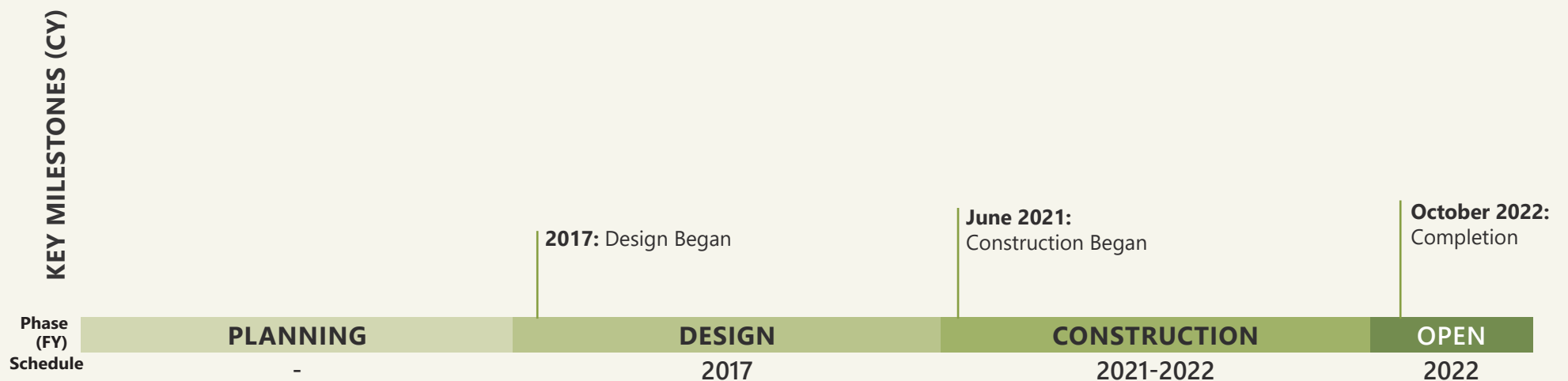
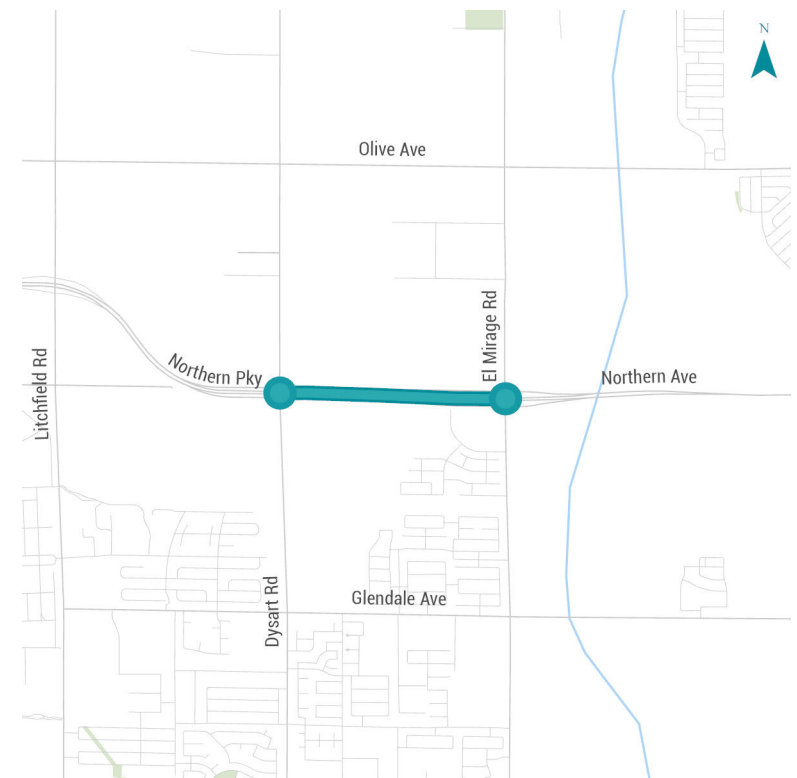
- ▶ Northern Parkway: Dysart Road and El Mirage Road Overpasses (Completed)
- ▶ Southern Avenue at Stapley Drive (Completed)
- ▶ Cooper Road: Alamosa Drive to Riggs Road (Underway)
- ▶ Dysart Road: Northern Avenue to Peoria Avenue (Underway)
- ▶ Scottsdale Road: Jomax Road to Dixileta Drive (Underway)



Northern Parkway: Dysart Road and El Mirage Road Overpasses

Completed

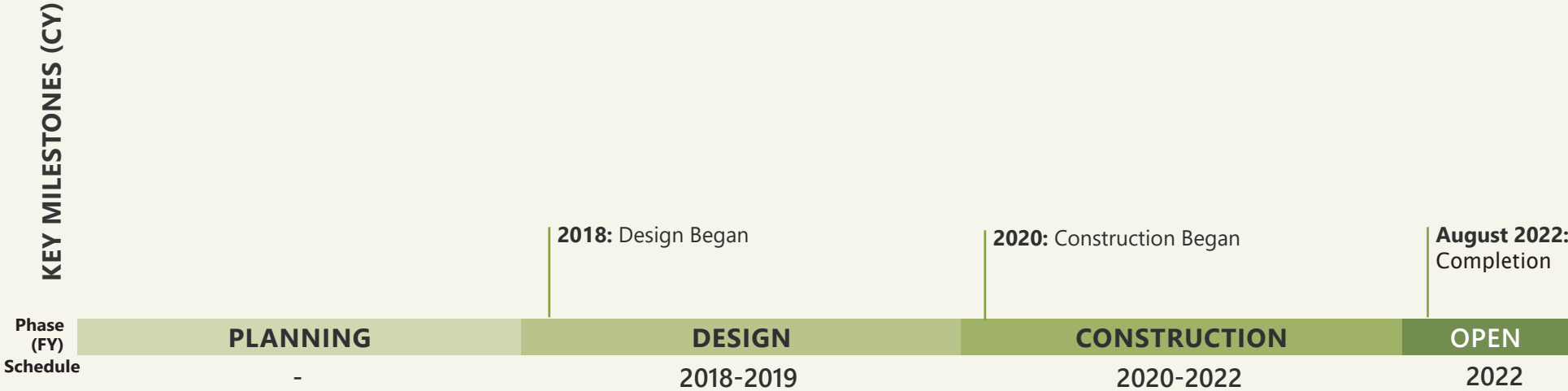
As part of the scope of the Northern Parkway: Dysart Road to 111th Avenue project, portions of the mainline along Northern Parkway between Dysart Road and 111th Avenue were built. At Dysart Road and El Mirage Roads, instead of constructing the mainline, the ramps and frontage roads for the future facility were built. The Northern Parkway: Dysart Road and El Mirage Road Overpasses project constructs grade separated overpasses and the mainline between Dysart Road and El Mirage Road.



Southern Avenue at Stapley Drive

Completed

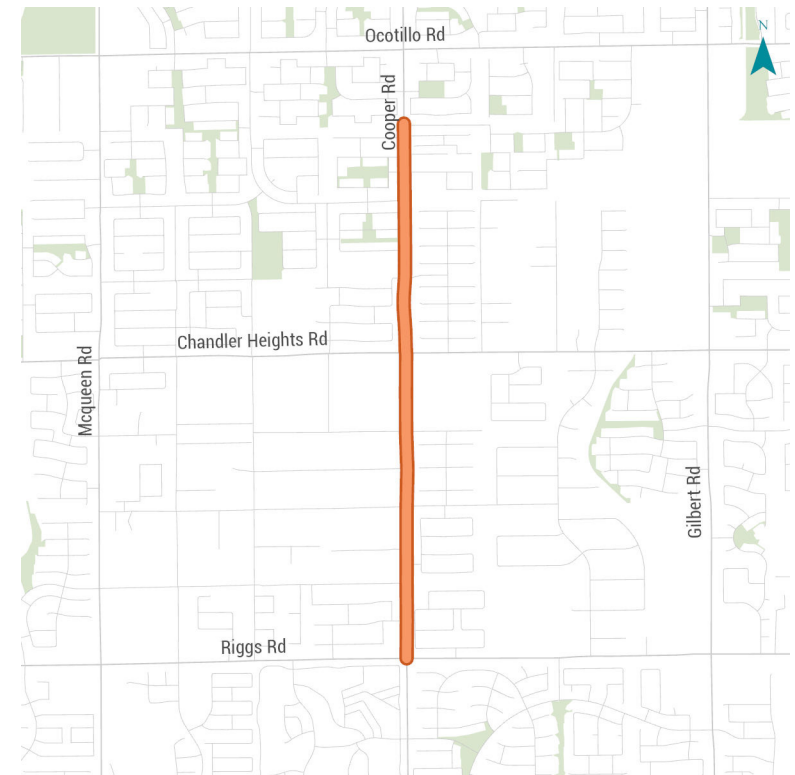
This project will improve the capacity and safety of one of Mesa’s busiest intersections, Southern Avenue and Stapley Drive. Both roads are primary transit routes within the City of Mesa and the area surrounding the intersection includes medium-intensity commercial space. The scope of the project includes construction of raised medians, an additional through-lane, deceleration lanes, right-turn lanes, and bicycle lanes.



Cooper Road: Alamosa Drive To Riggs Road

Underway

This City of Chandler project widens Cooper Road from two thru lanes (one lane each direction) to four thru lanes (two lanes each direction) between Alamosa Drive to Riggs Road. The widening includes turn lanes and 5' wide bicycle lanes. Additional improvements will include widening the sidewalk, installing curb and gutter, raising the landscape median, and installation of streetlights. Traffic signal fiber interconnect is included to link traffic signals at Chandler Heights Road and Riggs Road. Sidewalks and ramps will be ADA compliant.



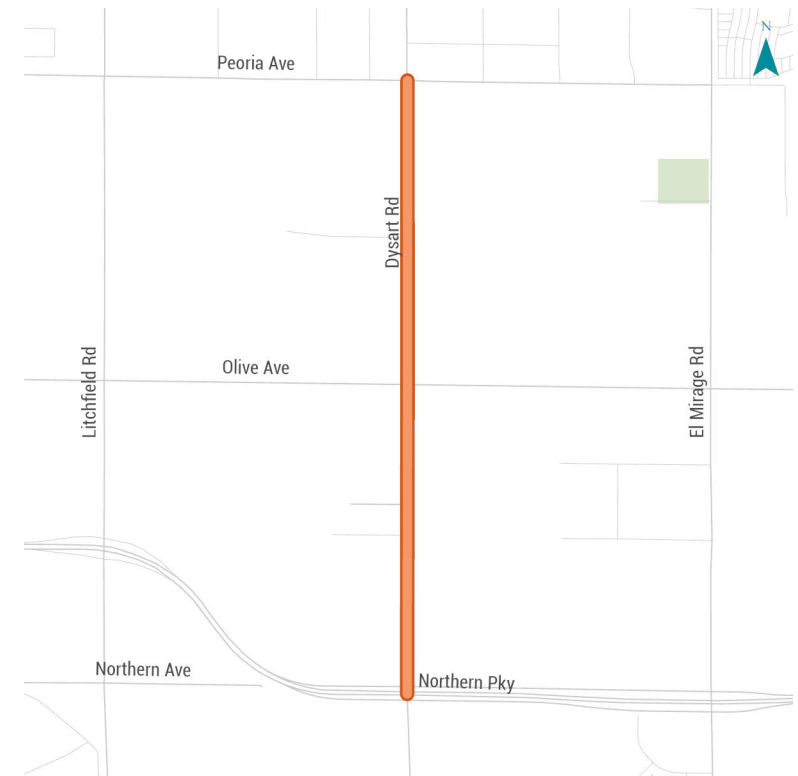
KEY MILESTONES (CY)

Phase (FY)	PLANNING		DESIGN	CONSTRUCTION	OPEN
Schedule	-		2020	2020-2021	2023

Dysart Road: Northern Avenue to Peoria Avenue

Underway

The City of El Mirage is set to begin construction on Dysart Road: Northern Avenue to Peoria Avenue. The corridor has become a vital component within the arterial network within El Mirage and connects to its neighboring jurisdictions in Glendale and Surprise. The scope includes roadway widening from one lane in each direction to two lanes in each direction, new raised medians, sidewalks and bike lanes. The project will bring improvements to overall traffic access and mobility to the area as well as, making it a safe environment for the public.



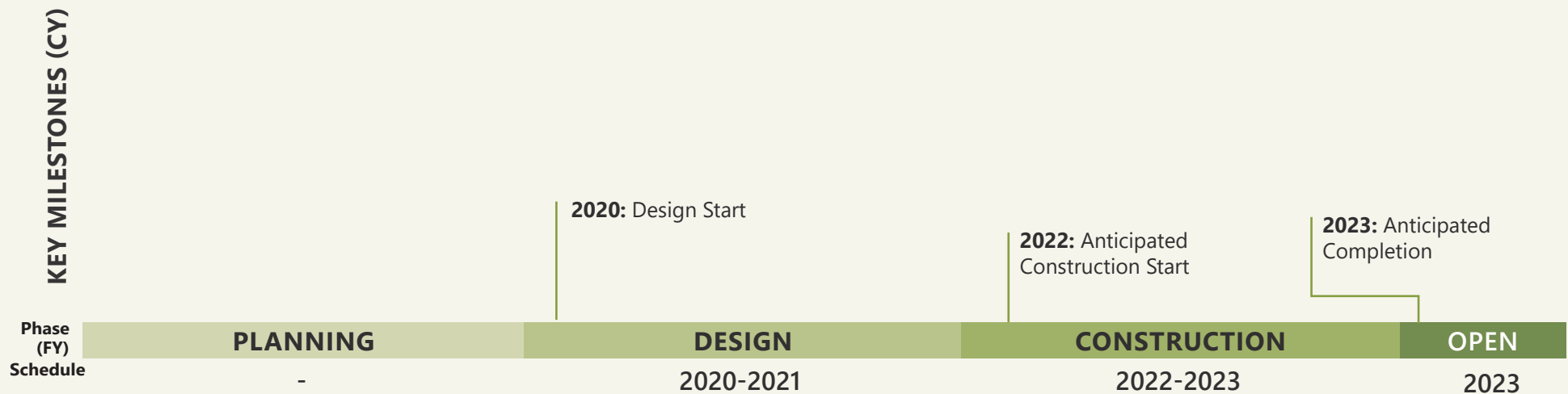
KEY MILESTONES (CY)

Phase (FY)	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule	-	2018-2021	2021	2024

Scottsdale Road: Jomax Road to Dixileta Drive

Underway

This project includes the construction of a four-lane arterial complete street. Project features include a raised landscaped median, capacity, and safety improvements at approximately 13 intersections, drainage improvements, improved bike lanes, and a new sidewalk/shared-used path/trail. At the Scottsdale Road/Dynamite Boulevard intersection, the City of Scottsdale has been awarded a Highway Safety Improvement Program (HSIP) grant to install a multi-lane roundabout, if determined to be feasible through a detailed technical analysis.



Intelligent Transportation Systems

The 2003 RTP allocated funding to assist the implementation of the projects identified in the Regional ITS Plan. ITS projects improve traffic flow and help the transportation system operate more efficiently. The focus of the arterial ITS program is to assist MAG member agencies with the development of their arterial traffic management systems to better address jurisdictional needs. The process to identify and recommend arterial ITS projects for funding was overseen by the MAG ITS Committee. The ITS Committee used an objective project rating system, which is linked to the region’s ITS Strategic Plan and Regional ITS Architecture, to provide guidance in prioritizing projects.

A total of \$66 million in reimbursements was provided to ITS projects through FY 2019. Additional funding for ITS improvements after FY 2019 were identified and funded as part of the Systems Management and Operation Plan. The funding is now managed outside of the ALCP.

5.3 ARTERIAL PROGRAM
REIMBURSEMENTS AND FISCAL STATUS

Program Reimbursements

The ALCP is based on the principle of project budget caps. Under this approach, regional funding allocated to a specific project is fixed, as originally identified in the MAG 2003 RTP. The budgeted amount must be matched by the implementing, or lead, agency with a 30 percent minimum contribution to the total project costs. Any project costs above the amount budgeted are the responsibility of the lead agency. Under this funding structure, program administration focuses on tracking actual project expenditures and determining the corresponding regional share.

As a result, data monitoring is primarily directed at regional funding reimbursements and total project expenditures.

During FY 2023 \$50.3 million in ALCP project expenses were reimbursed or obligated to implementing agencies. This included reimbursements to nine individual agencies. Since the beginning of the program in FY 2006, a total of \$1.16 billion in reimbursements or obligations have been provided (\$1.09 billion for arterial street and \$66 million for ITS projects). An additional \$26.9 million has been provided for MAG implementation Studies for a grand total of \$1.18 billion.

Table 5.1 provides a summary of project reimbursements and obligations that have occurred through FY 2023. Table 5.1 also indicates the anticipated level of future reimbursements for the period FY 2024 – 2026. As indicated, a total of \$560.5 million is

Table 5.1 Summary of ALCP Past and Estimated Future Reimbursement from Regional Funding: FY 2006-2026 (Dollars in Millions)

Category	Reimbursements through FY 2023 (YOE Dollars)	Estimated Future Reimbursements: FY 2024-2026 (2024 Dollars)	Total FY 2006-2026 Reimbursements: (2023 and YOE Dollars)
Capacity/ Intersection Improvements	1,093.8	553.2	1,647.0
Intelligent Transportation Systems	66.0	-	66.0
MAG Implementation Studies	26.9	7.3	34.2
Total	1,186.6	560.5	1,747.1

anticipated to be reimbursed during this period for all ALCP categories. Appendix tables B-1 and B-2 provide detailed information on reimbursements and obligations associated with individual ALCP projects. The appendix tables also compile total project expenditures, which include local funding on the projects. This local funding, to date, has represented approximately 32 percent of total project costs.

Future Fiscal Status

Table 5.2 summarizes the future funding sources and uses applicable to the ALCP for FY 2024-2026. Sources for the ALCP include the Prop 400 half-cent sales tax (\$210.3 million), federal highway CMAQ STBGP funds (\$194.5 million). Including a beginning balance of approximately \$282.6 million this yields a net total of \$687.4 million (2023\$) for use on arterial street projects (including implementation studies) through FY 2026.

The tables also list the estimated future regional funding reimbursements totaling \$560.5 million, identified in the ALCP for the period of FY 2024-2026. As shown, projected ALCP revenues are above estimated future reimbursements, with a \$126.9 million surplus.

5.4 ARTERIAL PROGRAM OUTLOOK

On June 28, 2023, the MAG Regional Council approved the FY 2024 ALCP. The RARF forecast released by ADOT in fall 2022, indicated an increase in half-cent revenues. It should be noted that on December 2, 2020, the MAG Regional Council approved changes to the ALCP program rebalance. As a result, no inflation is assumed part of the ALCP.

Table 5.2 ALCP Future Source of Funds: FY 2024-2026 (2023 and Year of Expenditure Dollars in Millions)

Source	Projected Future Regional Funding FY 2024-2026 (YOE Dollars)
Prop 400: One-Half Cent Sales Tax Extension	210.3
Federal Highway/MAG CMAQ	16.6
Federal Highway/MAG STBGP	177.9
Other Income	0
Bond and Loan Proceeds	0
Plus Beginning Balance	282.6
Less Debt Service	0
Less Inflation Allowance	0
Total (YOE dollars)	687.4

Table 5.3 ALCP Future Use of Funds: FY 2024-2026 (2023 and Year of Expenditure Dollars in Millions)

Category	Estimated Future Regional Disbursements: FY 2024-2026 (2020 Dollars)
Capacity/Intersection Improvements	553.2
Intelligent Transportation Systems	0
MAG Implementation Studies	7.3
Total (YOE dollars)	560.5

6.0 TRANSIT LIFE CYCLE PROGRAM (TLCP)

The TLCP is the management tool for the implementation of transit service and transit capital projects identified in the Prop 400 program. The Regional Public Transportation Authority (RPTA) maintains and implements the program priorities. The TLCP extends through December 31, 2025 (FY 2026) and utilizes funding from the Prop 400 half-cent sales tax, known as the Public Transportation Fund (PTF), local, and federal revenue sources. The 2003 RTP included \$1.0 billion (2002\$) of funding allocated to bus operations, \$1.5 billion (2002\$) for bus fleet and capital facilities, and \$2.3 billion (2002\$) in light rail route construction and support infrastructure.

On April 20, 2023, the Valley Metro RPTA Board of Directors approved the FY 2023 TLCP; the FY 2023 TLCP included updates to project scopes, budgets and schedules which are described later in more detail. The TLCP meets the requirements of ARS 28-6352 calling on a budget process that ensures the estimated cost of the Regional Public Transportation System does not exceed the total amount of revenues expected to be available. This includes expenses such as bus purchases and operating costs, passenger facilities, maintenance facilities, park-and-ride lot construction, light rail construction and other transit projects.

The TLCP includes ongoing commitments to transit operations, new facilities, and improvements to existing facilities. The transit system serving the MAG region is shown on the maps in Figures 6.1-6.3 on the following pages. From a high level, the types of TLCP projects can be grouped into two main categories of bus projects and rail projects. Bus projects are subdivided into facilities, fleet, and operations. Rail projects are subdivided into route construction and support infrastructure; half-cent sales tax funds collected under Prop 400 are not used to operate the light rail system.

Figure 6.1 FY 2023 Express Bus Funding Sources

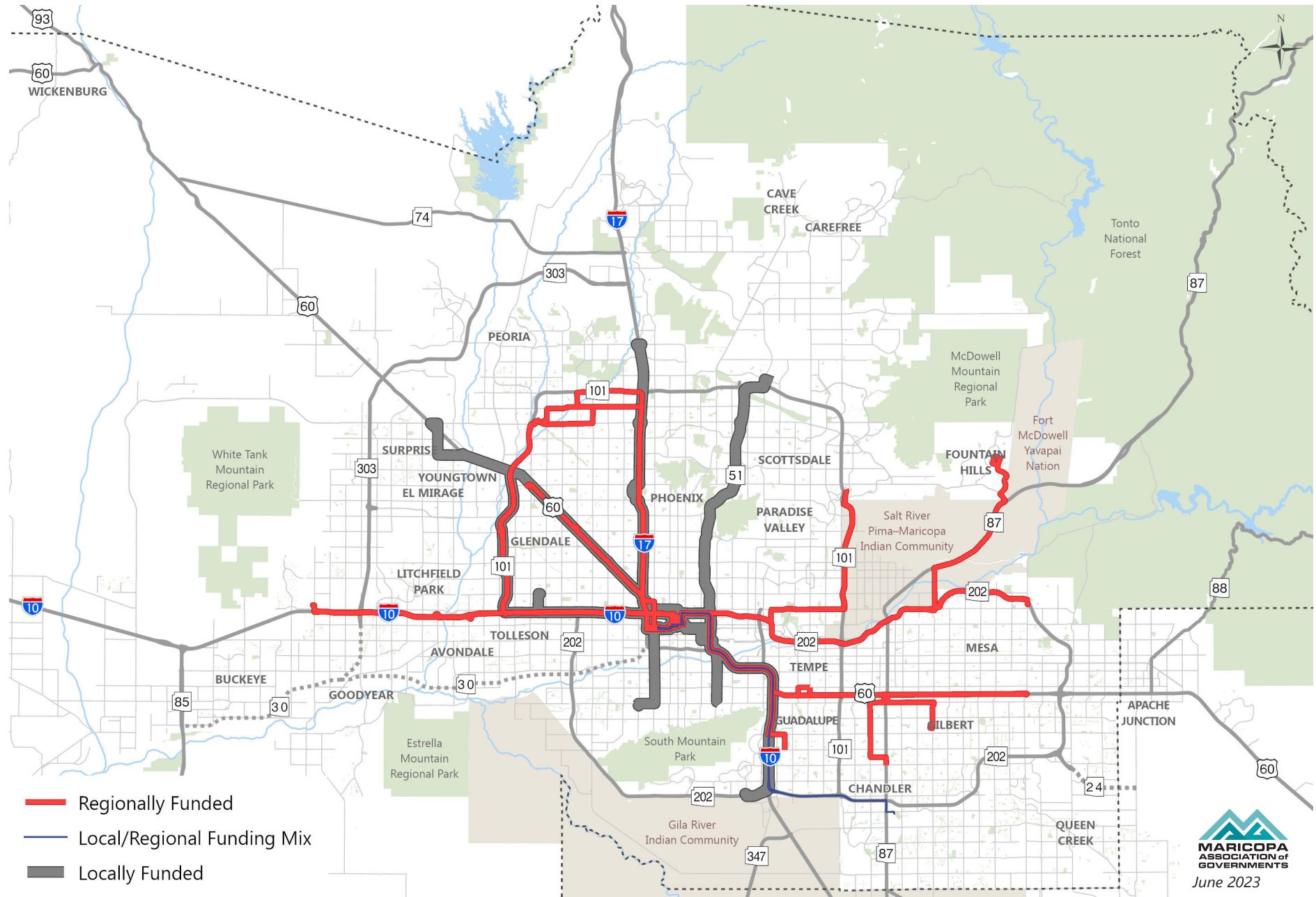


Figure 6.2 FY 2023 Local Bus Funding Sources

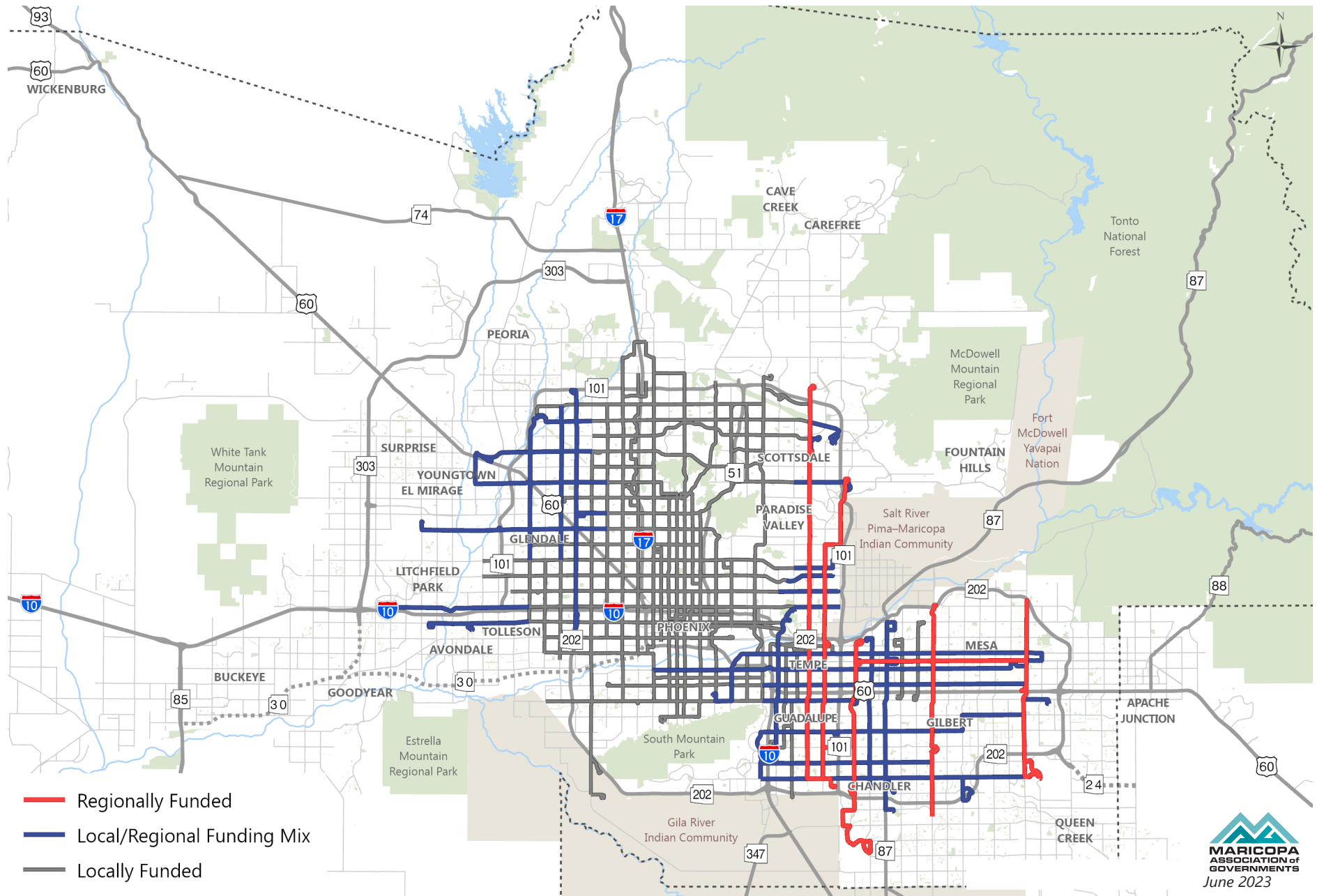
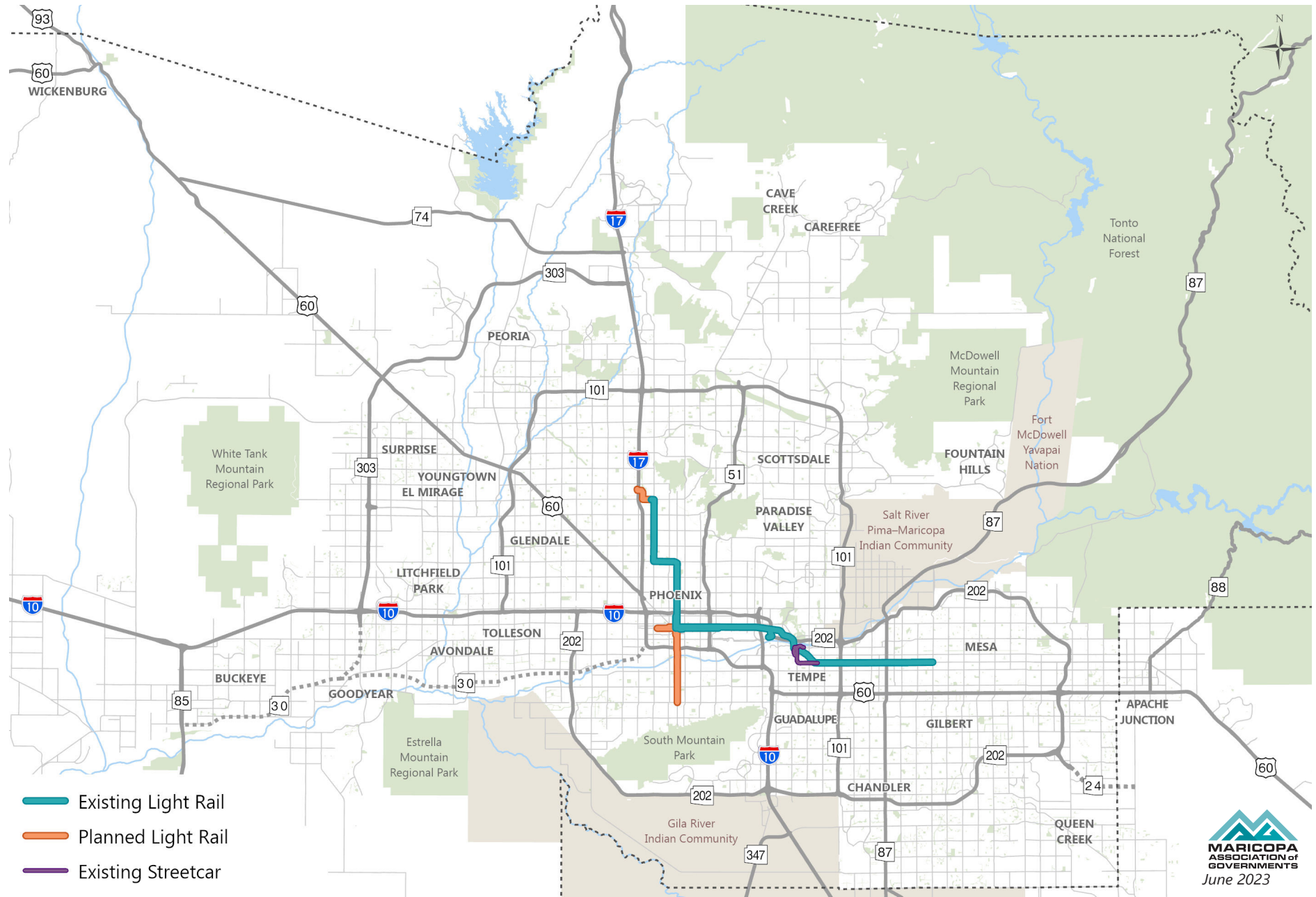


Figure 6.3 Light Rail Transit (LRT)/High Capacity Transit (HCT)



6.1 TRANSIT PROGRAM OVER THE LAST FISCAL YEAR

The TLCP includes funding for express bus, supergrid and other bus services and capital projects. This includes operations, vehicle fleet and new capital facility improvements to the regional bus network. An overview of the status of the bus operations and capital projects in the TLCP are included below.

Bus Projects

The TLCP represents ongoing commitments to transit service in the MAG region. In the past year, and throughout the life of the program, several service types have been in operation including express service, supergrid service, paratransit service, rural routes, and commuter vanpools. Service type definitions can be found in Appendix C.

BUS OPERATIONS

Complete:

- ▶ Route 61: Route extended to 51st Avenue.
- ▶ Route 77: Route extended to West Mesa park-and-ride.

Planned:

- ▶ None

BUS CAPITAL: FACILITIES

Underway:

- ▶ None

Planned:

- ▶ North Glendale Park and Ride

BUS CAPITAL: FLEET

FY 2023 vehicle purchases include both replacement and expansion buses:

Underway:

- ▶ 124 vehicles (includes expansion and replacement buses and vans).

Planned:

- ▶ 438 vehicles (includes expansion and replacement buses and vans), including 225 planned in FY 2024.

Rail Projects

The TLCP includes funding for the construction of HCT/LRT projects.

HIGH CAPACITY/LIGHT RAIL TRANSIT: CORRIDORS

Complete:

- ▶ None

Underway:

- ▶ 5.5-mile light rail extension south along Central Avenue to Baseline Road (South Central Extension/ Downtown Hub).
- ▶ 1.6-mile light rail extension to Metrocenter mall (Northwest Extension Phase II).

Planned:

- ▶ 1.5-mile light rail extension to 17th Avenue/Jefferson (Capitol Extension). Note that additional restrictions on this project were placed as part of SB 1102. The impacts of those restrictions are still being assessed.

HIGH CAPACITY/LIGHT RAIL TRANSIT: SUPPORT INFRASTRUCTURE

Complete:

- ▶ None

Underway:

- ▶ None

Planned:

- ▶ None

6.2 SUMMARY OF TRANSIT PROGRAM FUNDING AND COSTS

Transit Life Cycle Program Update

The FY 2023 Transit Life Cycle Program (TLCP) update was approved at the April 20, 2023, Valley Metro Board Meeting. The TLCP includes Guiding Principles, policies, procedures, and financial forecasts to ensure that the program is balanced.

Prior to this update, the most recently approved update to the TLCP was in September 2019. The COVID-19 pandemic created heightened uncertainty and risks related to revenue forecasts and expenses. As a result, no TLCP update was completed between 2020 and 2022. Since the start of the pandemic, revenues have far

exceeded projections. Although fare revenue collections have decreased, these losses have been more than offset by higher-than-expected PTF collections, a higher PTF forecast, and a large amount of federal COVID relief money.

ADOT released its most recent official forecast in October 2022. The 2023 TLCP Update, which used the updated forecast had an increase of \$129.7 million in total RPTA PTF revenues and \$99 million in total Valley Metro Rail PTF revenues compared to the 2019 update.

Table 6.1 Transit Life Cycle Program Cost Changes 2022, 2023 and Year of Expenditure (Dollars in Millions)

Category	2022 Annual Report Total Costs: FY 2006 - 2026 (2022 and YOE Dollars)	2023 Annual Report Total Costs: FY 2006 - 2026 (2023 and YOE Dollars)	Change in Total Costs: 2022 vs. 2023	Percent Change in Total Costs: 2022 vs. 2023
Bus Operations: BRT/Express	80.9	80.5	-0.4	-0.6%
Bus Operations: Regional Grid	827.0	877.5	50.5	5.8%
Bus Operations: Other	847.5	840.5	-7.0	-0.8%
Bus Capital Projects: Facilities	276.0	286.2	10.2	3.6%
Bus Capital Projects: Fleet	962.5	927.8	-34.8	-3.7%
Light Rail Transit: Support Infrastructure	697.7	704.5	6.8	1.0%
Light Rail Transit Capital: Route Extensions	2,701.3	2,692.5	-8.7	-0.3%
Total	6,393.0	6,409.6	16.6	.0

As noted in the transit appendix tables, the "funding start date" for a number of bus routes shifted beyond FY 2026, due to TLCP adjustments made in FY 2009, FY 2010, and FY 2012. Additionally, in FY 2011, four BRT/Express routes were eliminated and the City of Phoenix assumed funding for four other BRT/Express routes already in service.

**Table 6.2 Transit Life Cycle Program Summary of Expenditures and Estimated Future Costs: FY 2006-2026
(2023 and Year of Expenditure Dollars in Millions)**

Category	Operations Expenditures through FY 2023*	Capital Investment Expenditures through FY 2023*	Total Expenditures through FY 2023*	Estimated Future Costs: FY 2024-2026 (2023 Dollars)	Total Costs: FY 2006 - 2026 (2023 and YOE Dollars)
Bus Operations: BRT/Express	75.0	.0	75.0	5.5	80.5
Bus Operations: Regional Grid	673.6	.0	673.6	203.9	877.5
Bus Operations: Other	673.5	.0	673.5	167.0	840.5
Bus Capital Projects: Facilities	.0	272.6	272.6	13.6	286.2
Bus Capital Projects: Fleet	.0	719.7	719.7	208.1	927.8
Light Rail Transit: Support Infrastructure	.0	649.4	649.4	55.1	704.5
Light Rail Transit Capital: Route Extensions	.0	2,157.3	2,157.3	535.3	2,692.5
Total	1,422.2	3,799.0	5,221.2	1,188.5	6,409.6

Table 6.3 TLCP Future Sources of Funds: FY 2024-2026

Projected Future Category Funding: FY 2024-2026 (YOE Dollars)	Projected Future Funding: FY 2024-2026 (YOE Dollars)
Prop 400: One-Half Cent Sales Tax Extension	667.0
Regional Area Road Fund	16.0
Federal Transit/Formula Program Funds	217.2
Federal Transit/Discretionary Program Funds	157.4
Federal Highway/ MAG CMAQ	59.6
STBGP-AZ	10.2
Other Income	247.7
Bond and Loan Proceeds	.0
Bus Farebox Revenues	13.7
Plus Beginning Balance	55.6
Less Debt Service	-45.6
Less Inflation Allowance	-73.0
Total (YOE dollars)	1,325.8

Table 6.4 TLCP Future Uses of Funds: FY 2024-2026

Projected Future Category Funding: FY 2024-2026 (YOE Dollars)	Projected Future Funding: FY 2024-2026 (YOE Dollars)
Bus Operations: BRT/Express	5.5
Bus Operations: Regional Grid	203.9
Bus Operations: Other	167.0
Bus Capital Projects: Facilities	13.6
Bus Capital Projects: Fleet	208.1
Light Rail Transit: Support Infrastructure	55.1
Light Rail Transit Capital: Route Extensions	535.3
Total (YOE dollars)	1,188.5

Table 6.5 Capital Funding Sources by Project (Year of Expenditure Dollar, Millions)

Project Segment	Local Funding	CMAQ*	FTA Formula	Regional/PTF	CIG**	Total
Minimum Operating Segment	560.5	59.7	-	198.7	587.2	1,406.2
Mesa Drive	-	51.0	-	70.7	75.0	196.7
Northwest Phase I	89.7	-	-	236.5	-	326.2
Gilbert Road Extension	10.2	169.5	-	-	-	179.8
Tempe Streetcar***	13.0	11.4	-	75.6	92.4	192.4
South Central/HUB***	346.0	108.0	-	280.0	611.1	1,345.1
Northwest Phase II***	213.2	-	-	30.0	158.1	401.3

*South Central CMAQ includes \$5.5 M from STBGP-Flex.

**Includes American Rescue Plan Act (ARP) money for South Central Extension (\$81.3 M) and the Tempe Streetcar (\$17.4 M).

***Does not include expenses for Concurrent Non-Project Activities (CNPA).

6.3 TRANSIT PROGRAM OUTLOOK

Estimated future costs for the period of FY 2024–2026 (see Table 6.2) are in balance with projected future funds available with a remainder of approximately \$137.3 million (2023\$). The life cycle process requires a balance to be maintained through effective financing and cash flow management, value engineering of projects, and plan and program adjustments as necessary. Achieving operating efficiencies by consolidating contracts also helps to improve the financial position. Valley Metro will continue to work with its members and MAG to program additional improvements.





APPENDIX

APPENDIX A - FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

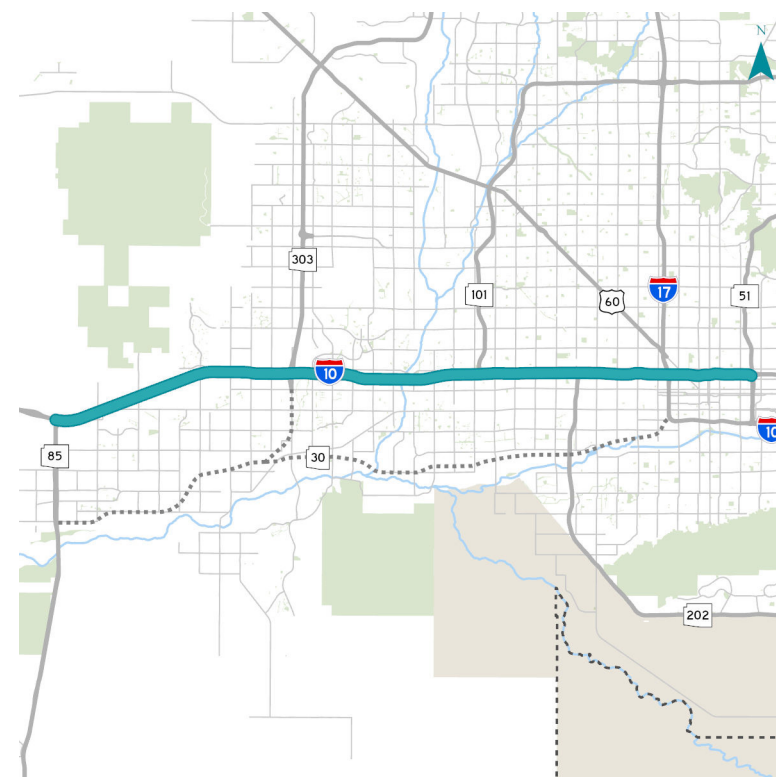
[FLCP Corridor Maps and Descriptions](#)

[Table A-1: Expenditures and Future Costs](#)

FLCP CORRIDOR MAPS AND DESCRIPTIONS

I-10 (Papago Freeway)

Beginning at SR 85, I-10/Papago traverses through the communities of Goodyear, Avondale and Tolleson, and intersects both the SR 303L (Estrella Freeway) and SR 101L (Agua Fria Freeway) interchanges. Heading further east into Phoenix the roadway intersects the SR 202L (South Mountain). As it makes its way towards downtown, the highway meets with I-17 and US 60. Moving through the Deck Park Tunnel in downtown Phoenix, the freeway continues east past the intersection of SR 51 and SR 202L then turns southbound and ends at the system interchange with I-17 (also known as the I-17/I-10 Split).

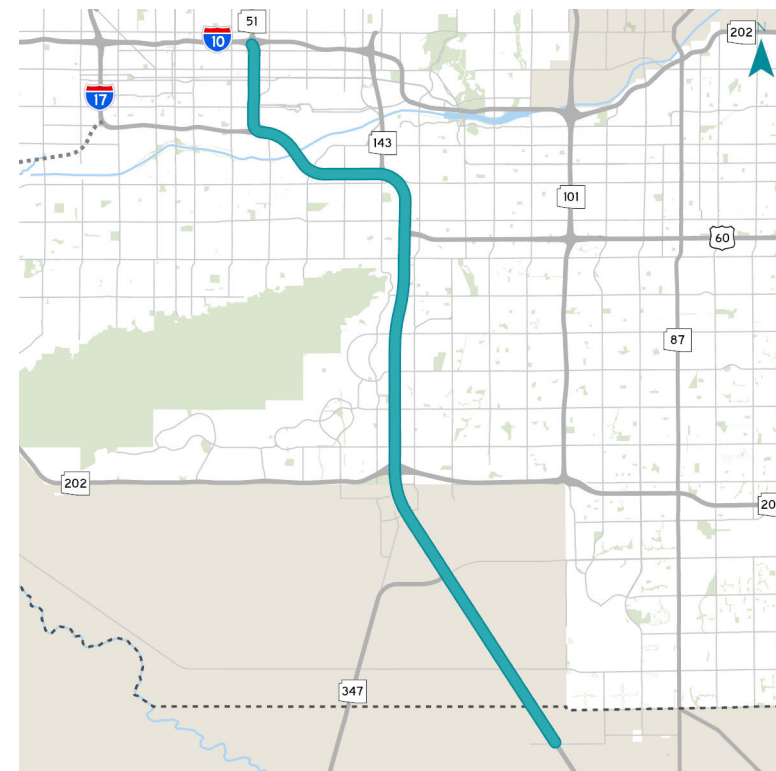


KEY MILESTONES

Status	COMPLETE	UNDERWAY	PLANNED
	<p>July 2007: Perryville Road (TI)</p> <p>August 2007: Bullard Avenue (TI)</p> <p>April, 2008: Avondale Boulevard (TI)</p> <p>October 2008: 43rd Avenue and 51st Avenue (TI)</p>	<p>July 2010: Sarival Road to SR 101L (Agua Fria Freeway) (GPL/HOV)</p> <p>August 2011: Verrado Way to Sarival Road (GPL)</p> <p>October 2014: Sarival Road to Dysart Road (GPL)</p> <p>July 2020: Fairway Drive (TI)</p> <p>Summer 2023: SR 85 to Verrado Way (GPL)</p>	<p>Summer 2024: SR 85 to Citrus Road (HOV)</p>

I-10 (Maricopa Freeway)

Beginning at the stack interchange of SR 51 and SR 202L, I-10 continues southeast over the Salt River and heading east, enters Tempe and meets with SR 143. At the Broadway Curve, the freeway turns southward running along the city borders of Phoenix on the west, and Tempe, Guadalupe, and Chandler on the east. Immediately north of the Gila River Indian Community, I-10 intersects with SR 202L. Finally turning to a more southeast direction going through the Gila River Indian Community and entering Pinal County.

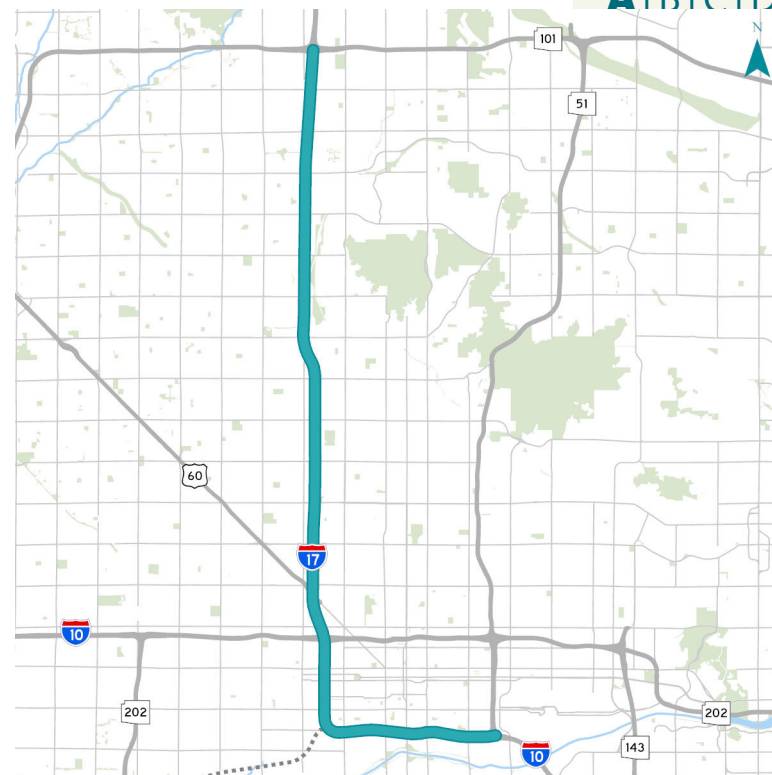


KEY MILESTONES

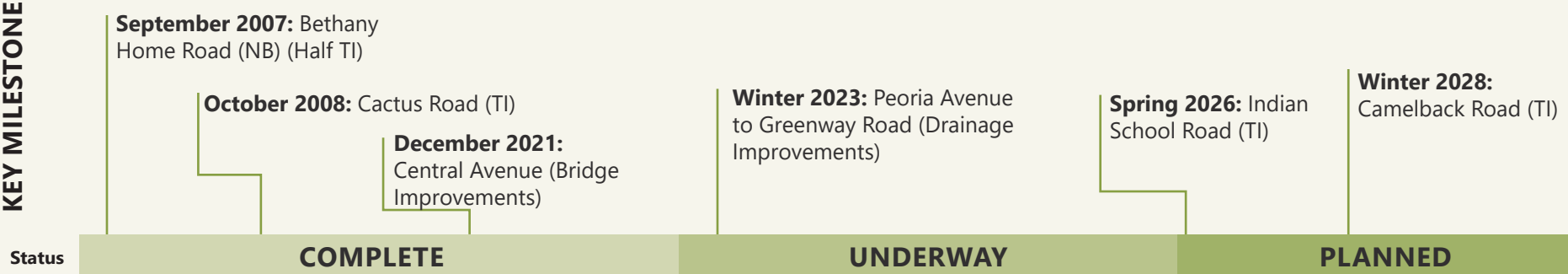


I-17 (Black Canyon Freeway): I-10 (Maricopa Freeway) to SR 101L (Agua Fria Freeway)

I-17 begins at the interchange with I-10, and travels westward south of Downtown Phoenix. At the Durango Curve, the roadway turns north and intersects again with I-10 at an area known regionally as “the Stack”. Going further north, the freeway intersects with US 60 (Grand Avenue). This segment of I-17 eventually ends at the interchange with SR 101L (Agua Fria Freeway).



KEY MILESTONES

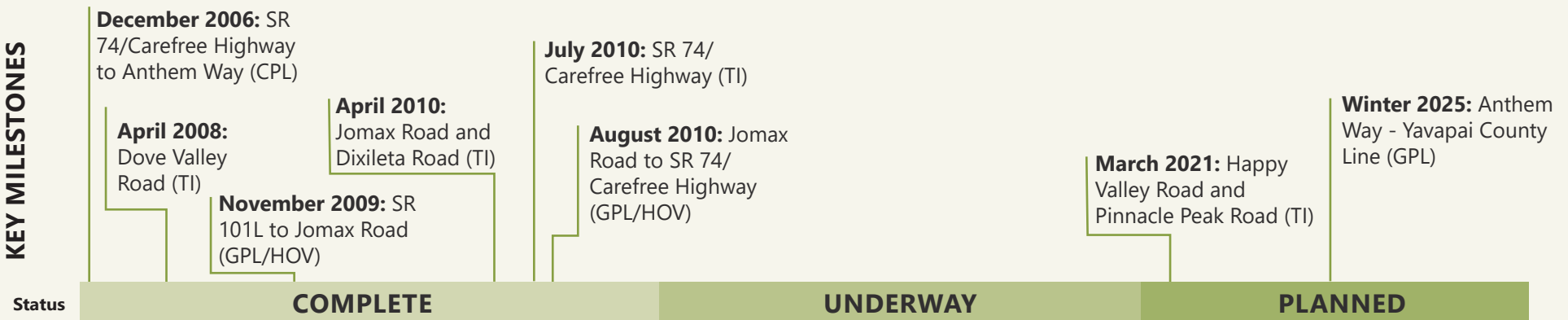


I-17 (Black Canyon Freeway): SR 101L (Agua Fria/Pima Freeway) to Yavapai County Line

This section of I-17 begins at the interchange at SR 101L and continues north through the City of Phoenix. I-17 further north is the eastern terminus of SR 303L (Estrella Freeway), and continuing north it is also the eastern terminus of SR 74. This section eventually ends at the Maricopa-Yavapai County line.

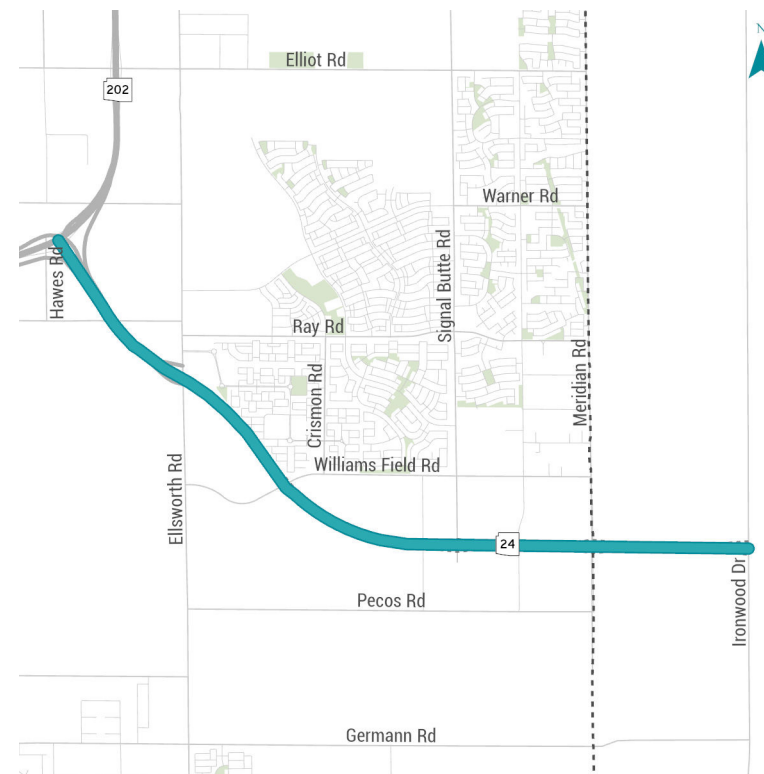


KEY MILESTONES



SR 24 (Gateway Expressway)

The SR 24 (Gateway Expressway), formerly Williams Gateway, is a new freeway which is ultimately planned to be five lanes in each direction, extending from SR 202L (Santan Freeway) to the Pinal County line at Meridian Road. Federal funding was used to extend the facility one mile into Pinal County to Ironwood Road. Pinal County is conducting an additional study to define the connection with a future freeway east of Ironwood Drive.



KEY MILESTONES

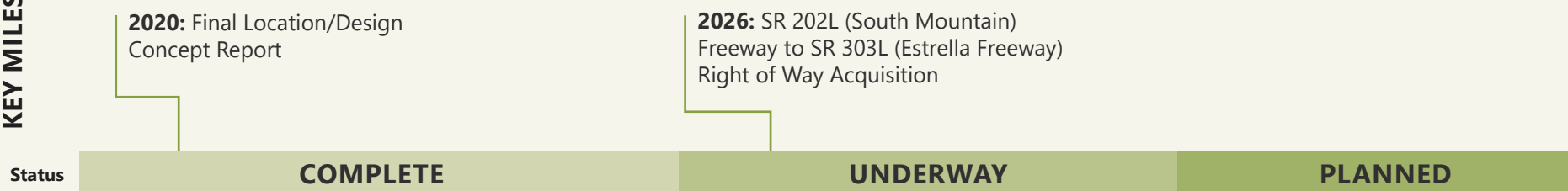


SR 30 (Tres Rios Freeway)

The SR 30 (Tres Rios Freeway) is located in the cities of Buckeye, Goodyear, Avondale, Phoenix and, unincorporated Maricopa County. SR 30 is planned as an east-west facility south of I-10 (Papago Freeway), extending from I-17 to SR 85. The corridor is ultimately planned to be a six-lane freeway implemented in three segments, identified as the eastern segment (I-17 to SR 202L), center segment (SR 202L to SR 303L), and the western segment (SR 303L to SR 85).

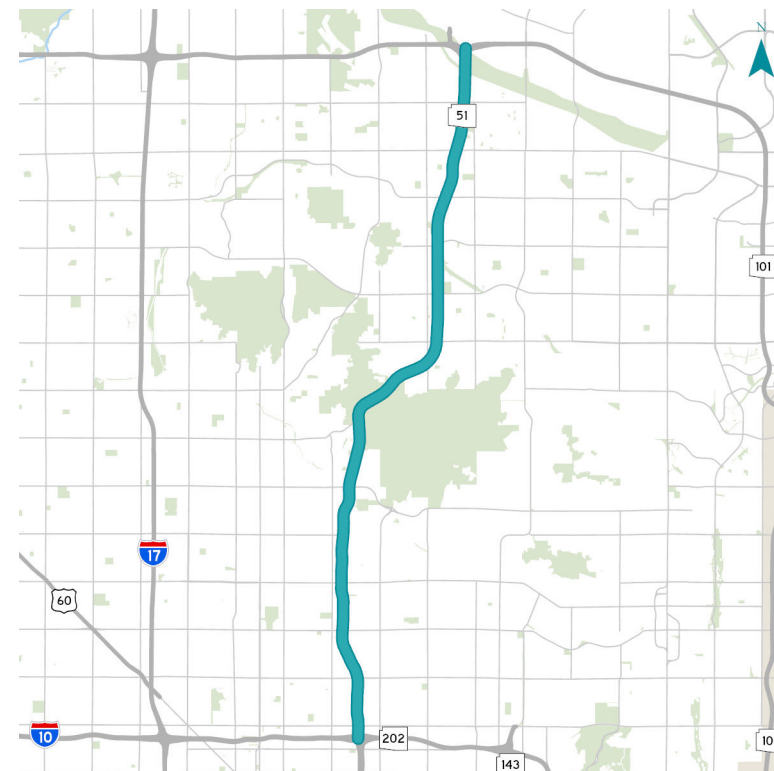


KEY MILESTONES



SR 51 (Piestewa Freeway)

SR 51 (Piestewa Freeway) begins at the interchange of I-10 (Maricopa Freeway) and SR 202L (Red Mountain Freeway) often called the “Mini Stack”. It heads north from the interchange through the Camelback Corridor area of Phoenix. The highway then begins to climb to the top of the Dreamy Draw, a mountain passage between Piestewa Peak and North Mountain, before descending into North Phoenix. It reaches its northern terminus at an interchange with SR 101L (Pima Freeway).



KEY MILESTONES

February 2009: Shea Boulevard to SR 101L (Pima Freeway) (HOV and Ramp)

Status

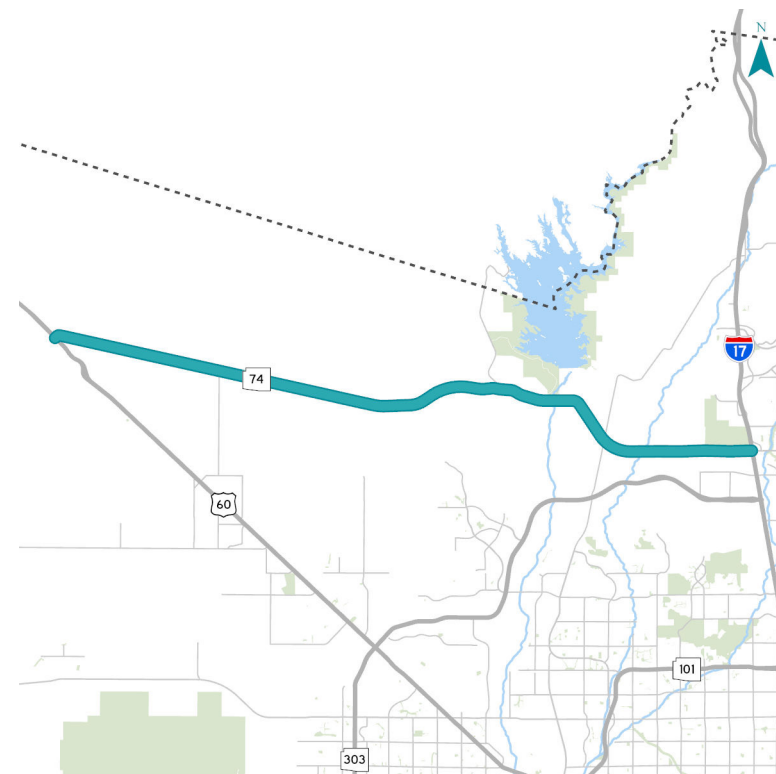
COMPLETE

UNDERWAY

PLANNED

SR 74 (Caretfree Highway)

SR 74 (Caretfree Highway) is a state highway that stretches east to west from its junction with US 60 just south of Wickenburg to its junction with I-17 (Black Canyon Freeway) in North Phoenix. It serves as a northern bypass around the often congested stretches of US 60 through the northwest suburbs of the Phoenix metropolitan area. From end to end, it is 30.4 miles (48.9 km) long.



KEY MILESTONES

February 2010: US 60 (Grand Avenue) to SR 303L (Estrella Freeway): MP 13 to MP 15 (Passing Lane)

October 2018: US 60 (Grand Avenue) to SR 303L (Estrella Freeway): MP 20 to MP 22 (Passing Lane)

Status

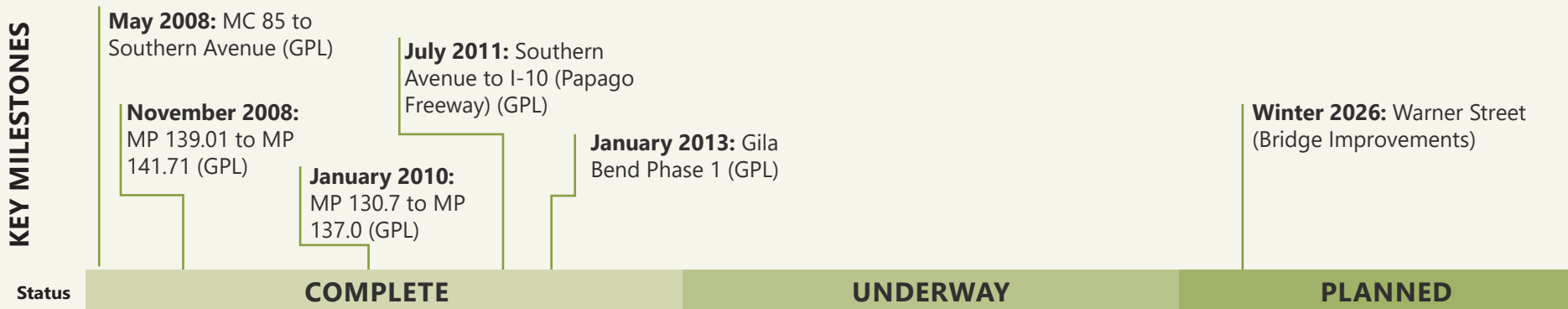
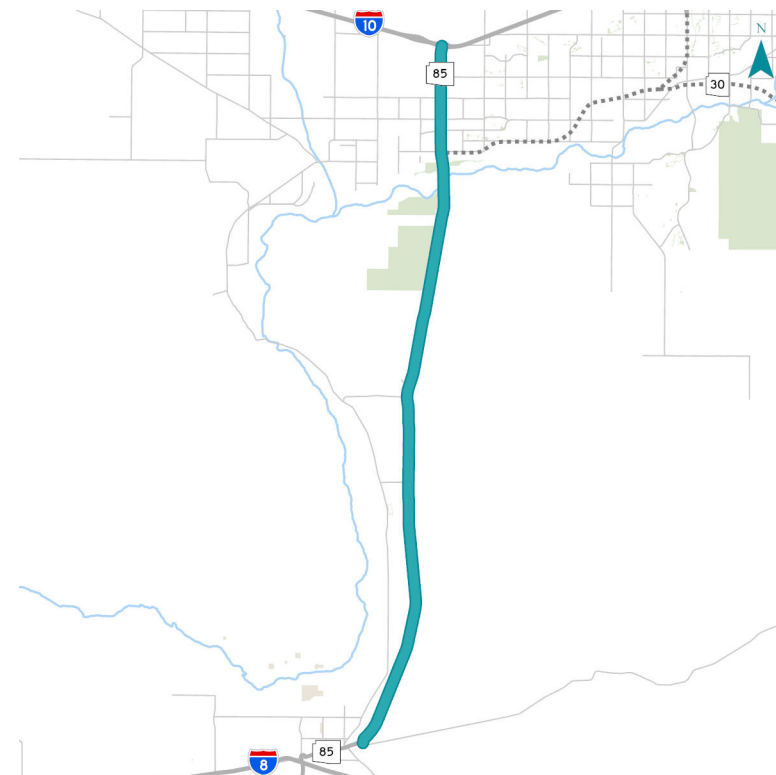
COMPLETE

UNDERWAY

PLANNED

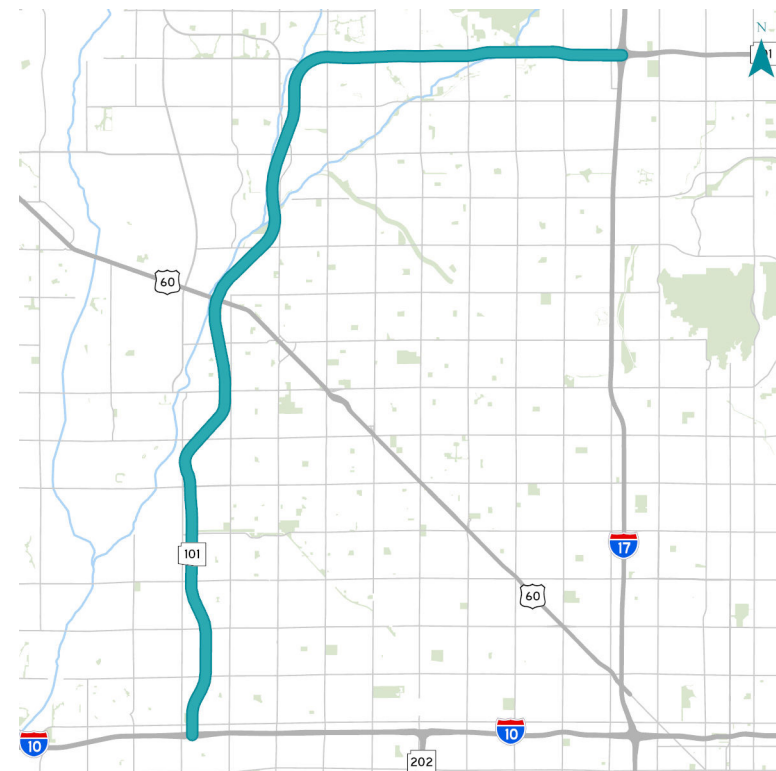
SR 85

SR 85 in the MAG region begins in Gila Bend and travels north towards the Phoenix Metropolitan Area. SR 85 continues northward to a crossing of the Gila River as it nears Buckeye. The highway intersects Buckeye Road which is where the original routing of US 80 and later SR 85 followed into Phoenix before being rerouted onto its current alignment. The highway continues towards the north, crossing over the Buckeye Canal before reaching its northern terminus at exit 112 on I-10 (Papago Freeway).



SR 101L (Agua Fria Freeway)

SR 101L (Agua Fria Freeway) begins west of Phoenix in Tolleson at a three-level interchange with I-10. From that point, it heads north entering Phoenix, then Glendale. Continuing northward through Peoria, it passes into northwestern Glendale and eventually heads eastward on the Beardsley Road alignment. The freeway enters northern Phoenix, and at milepost 23 intersects I-17.



KEY MILESTONES

Status

October 2008:
Thunderbird Road (TI)

November 2008:
Bethany Home
Road (NB) (Half TI)

July 2009:
Maryland
Avenue (HOV
ramps)

July 2009: Olive Avenue (TI)

December 2010: I-10
(Papago Freeway) to Tatum
Boulevard (Widening)

May 2011: Union Hills Road
and Beardsley Road (TI)

Winter 2025: 75th Avenue
to I-17/ Black Canyon
Freeway (GPL)

Winter 2027: I-10/
Papago Freeway (TI)

Winter 2027:
Northern
Avenue (TI)

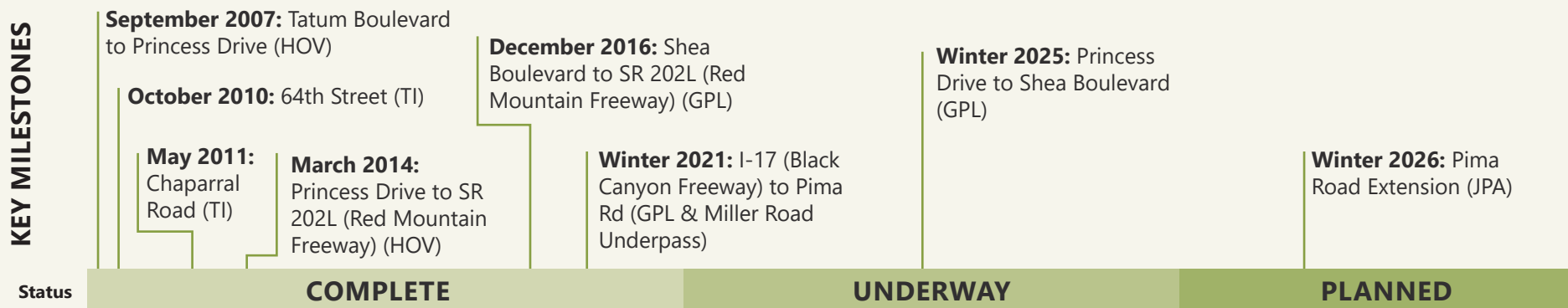
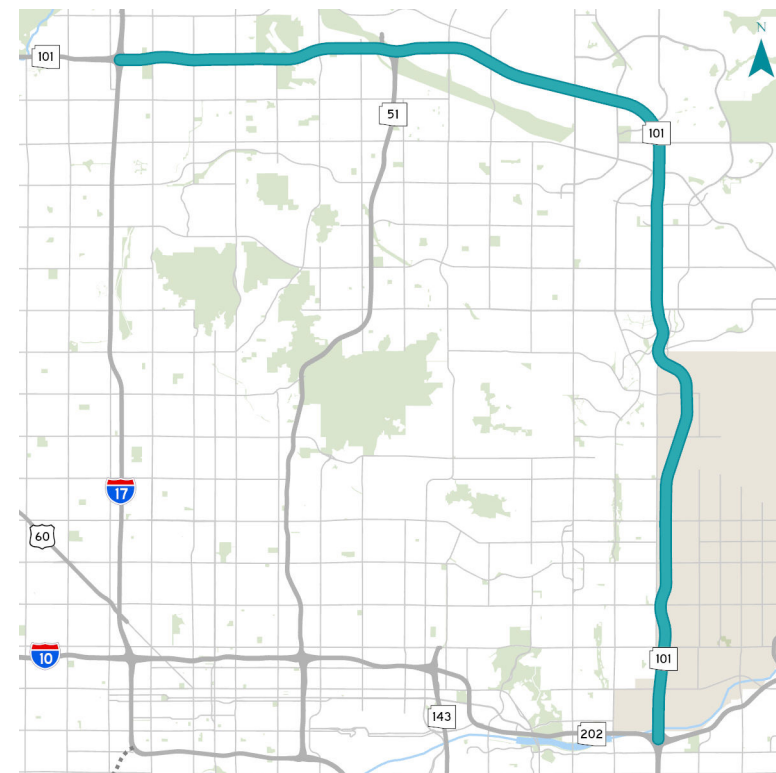
COMPLETE

UNDERWAY

PLANNED

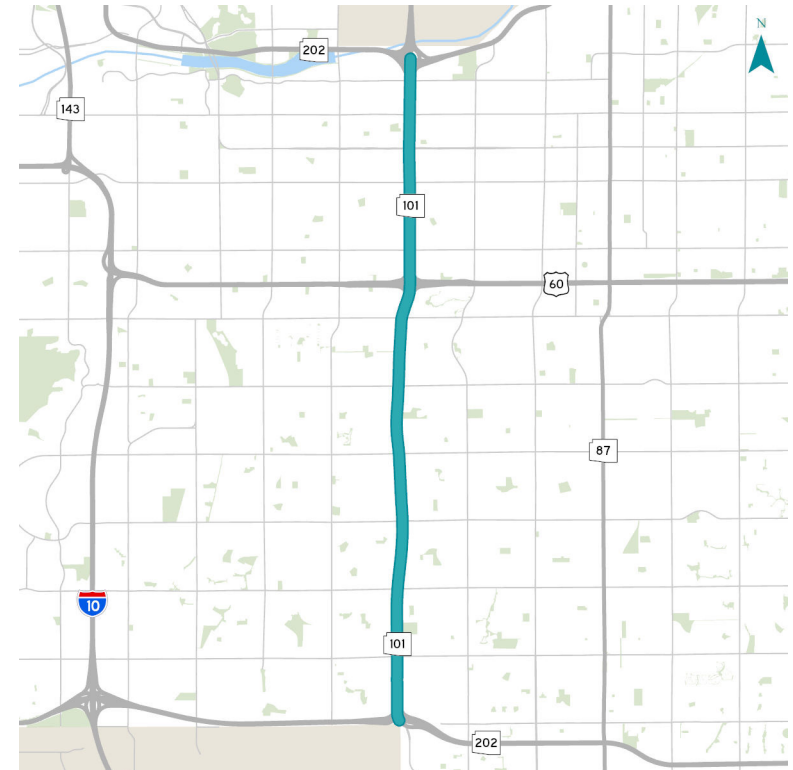
SR 101L (Pima Freeway)

SR 101L (Pima Freeway) begins at the intersection with I-17 heading east past the terminus of SR 51 at milepost 29. East of SR 51, the freeway curves south through Scottsdale in the northeast valley on the Pima Road alignment, and continues onto the Salt River Pima-Maricopa Indian Community just south of Via Linda. Continuing south, the Pima section of SR 101L ends at the interchange with the Red Mountain Freeway portion of SR 202L in Tempe at milepost 51. This system interchange is partially built over the Salt River.



SR 101L (Price Freeway)

SR 101L (Price Freeway) begins at the interchange with the SR 202L (Red Mountain Freeway). Heading south, the freeway crosses through the interchange with the US 60 (Superstition Freeway), continuing further south into Chandler. The freeway ends at the interchange with SR 202L (Santan Freeway).



KEY MILESTONES

July 2011: SR 202L (Red Mountain Freeway) to SR 202L (Santan Freeway) (HOV)

August 2020: Baseline Road to SR 202L (Santan Freeway) (GPL)

Status

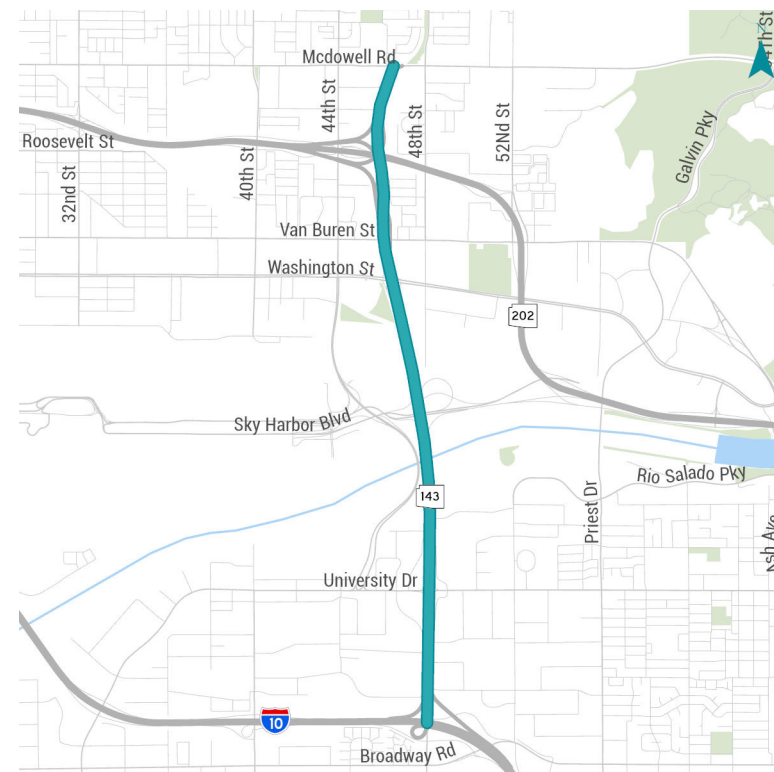
COMPLETE

UNDERWAY

PLANNED

SR 143 (Hohokam Expressway)

SR 143 (Hohokam Expressway) is a north–south and access-controlled freeway in Maricopa County, that runs from a junction with I-10 at 48th Street in Phoenix to McDowell Road. The only other major junction along the 3.93-mile route is with SR 202L (Red Mountain Freeway), which is located one half-mile south of McDowell Road and the northern terminus.



KEY MILESTONES

July 2012: Sky Harbor
Boulevard (TI and Ramps)

Status

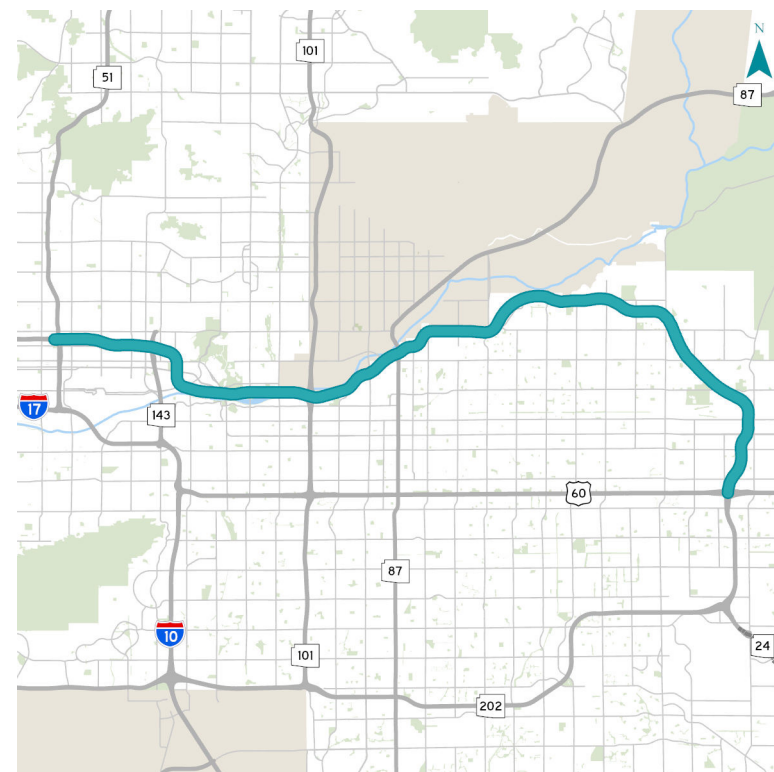
COMPLETE

UNDERWAY

PLANNED

SR 202L (Red Mountain Freeway)

The SR 202L (Red Mountain Freeway) begins at the Mini Stack interchange of I-10 (Papago Freeway) and SR 51 (Piestawa Freeway). It passes over the Salt River and through Tempe and Mesa, including an interchange with Loop 101 in Tempe. Eventually the roadway moves south through Mesa where it ends at the interchange with US 60 (Superstition Freeway) and SR 202L (Santan Freeway).



KEY MILESTONES

April 2009: Mill Avenue to Washington Street (GPL)

August 2010: SR 101L (Pima) to Gilbert Road (GPL) and Gilbert Road to Broadway Road (HOV)(TI)

January 2011: I-10 (Maricopa Freeway) and SR 51/Piestewa TI to SR 101L/Pima (GPL)

December 2015: SR 101L (Pima) to Gilbert Road (HOV)

Status

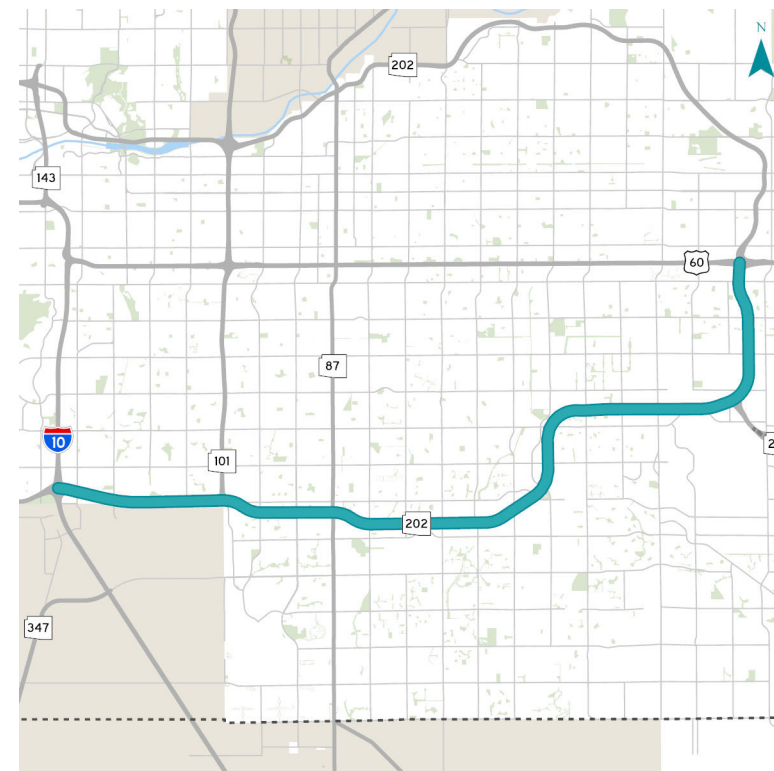
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UNDERWAY

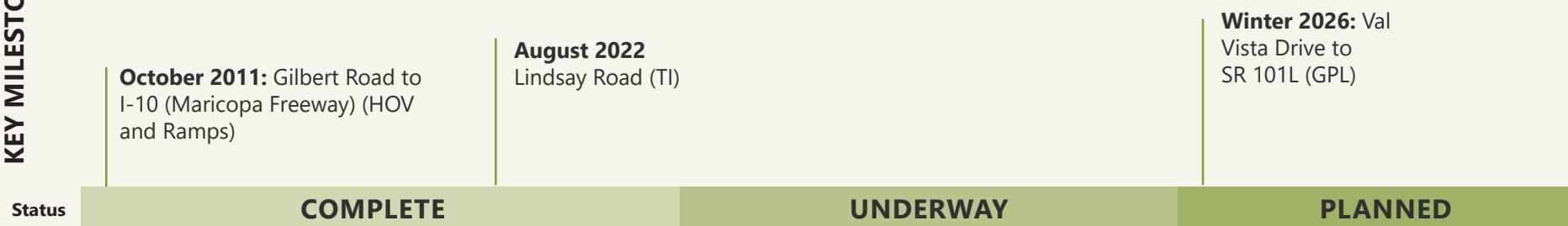
PLANNED

SR 202L (Santan Freeway)

The SR 202L (Santan Freeway) begins at the interchange with US 60 (Superstition Freeway) and SR 202L (Red Mountain Freeway) in Mesa. The freeway runs south and turns westward in Gilbert near the Gateway airport. The facility continues through Chandler, where it has a junction with SR 101L (Price Freeway). Following this interchange, the Santan Freeway terminates at the system interchange with I-10 (Papago Freeway) and the SR 202L (South Mountain).

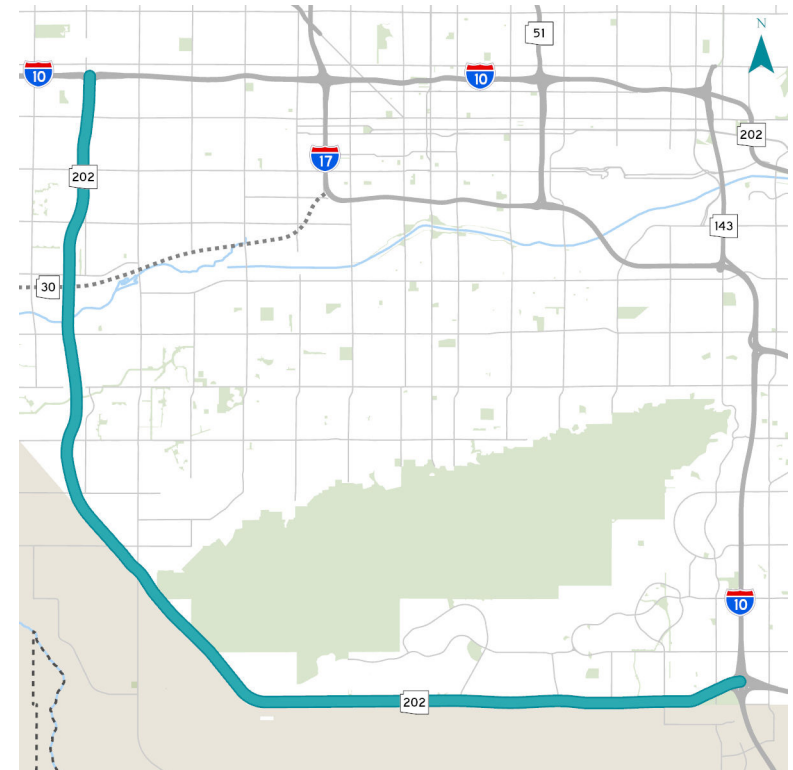


KEY MILESTONES



SR 202L (South Mountain Freeway)

SR 202L (South Mountain) is a 22 mile freeway loop connecting the western terminus of the SR 202L (Santan Freeway) in the East Valley with I-10 (Papago Freeway) at 59th Avenue in the West Valley. It has three general purpose lanes and one HOV lane in each direction. SR 202L (South Mountain) is located entirely within the City of Phoenix.

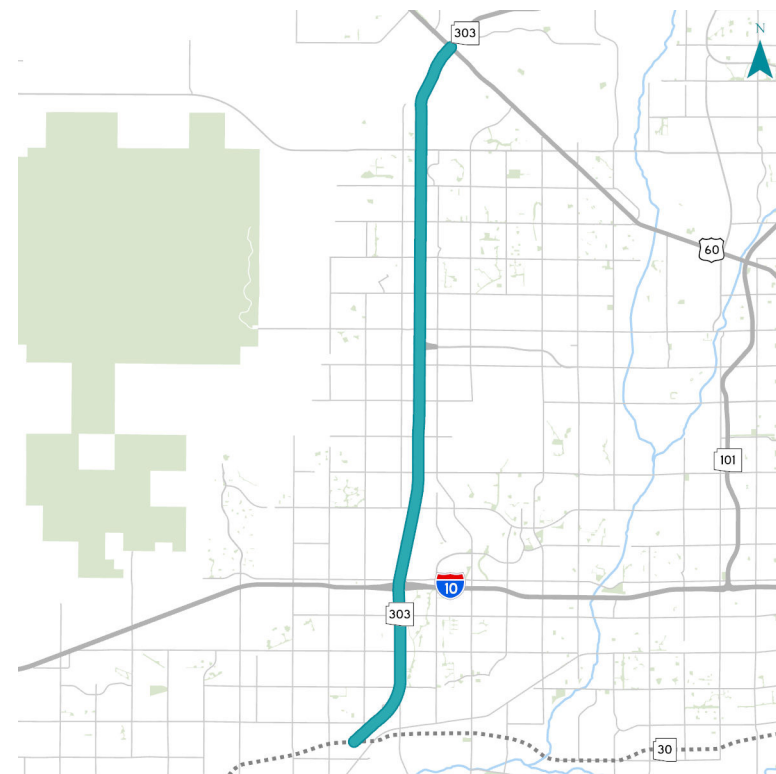


KEY MILESTONES

Status	COMPLETE	UNDERWAY	PLANNED
	<p>December 2019: I-10 (Papago Freeway) to I-10 (Maricopa Freeway) (New Freeway)</p>	<p>2019-2026: I-10 (Papago Freeway) to I-10 (Maricopa Freeway) (Capital Maintenance)</p>	

SR 303L (Estrella Freeway): MC 85 to US 60 (Grand Avenue)

SR 303L (Estrella Freeway) begins at Van Buren Street, south of I-10 in Goodyear. At I-10 it becomes a six-lane freeway with a stack interchange. It heads north under McDowell and Thomas Roads, then over an interchange with Indian School Road. It passes over a BNSF Railway spur line near Olive Avenue. At the interchange with Greenway Road, SR 303L (Estrella Freeway) turns northeast. The route heads over a bridge above US 60 (Grand Avenue) and a second BNSF railroad crossing. This segment of the corridor traverses through the Cities of Goodyear, Glendale and Surprise.



KEY MILESTONES

March 2011: Camelback Road to Glendale Avenue (New Freeway)

November 2013: Glendale Avenue to Peoria Avenue (New Freeway)

Thomas Road to Camelback Road (New Freeway)

November 2013: Northern Parkway (Interim Interchange)

September 2014: SR 303L (Estrella Freeway) and I-10 (Papago Freeway), Phase 1 & 2 (TI)

March 2015: Cactus Road, Waddell Road and Bell Road (New TI)

August 2016: Peoria Avenue to Mountain View Road (New Freeway)

Winter 2027: MC 85 to Van Buren St (New Freeway)

Status

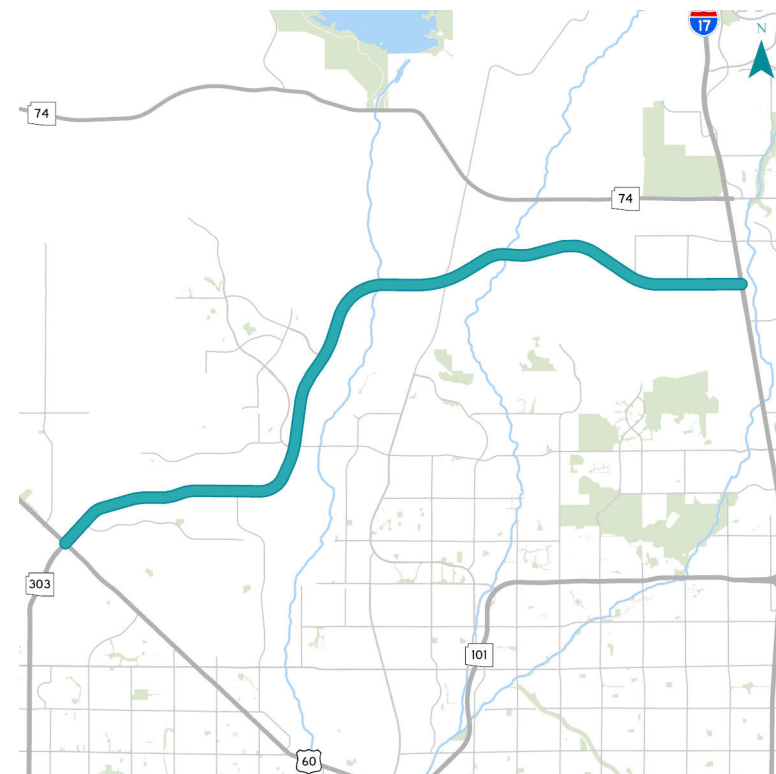
COMPLETE

UNDERWAY

PLANNED

SR 303L (Estrella Freeway): US 60 (Grand Avenue) to I-17 (Black Canyon Freeway)

This segment of SR 303L (Estrella Freeway) begins at the interchange with US 60 (Grand Avenue), then turns eastward and continues as a six-lane freeway until Lake Pleasant Parkway. Near the Happy Valley Parkway interchange the freeway heads north and then east again past Lake Pleasant Parkway, where the facility currently exists as an interim freeway with two lanes in each direction until it comes to an end at the at-grade, signalized intersection with I-17. This segment of the corridor traverses through the Cities of Surprise, Peoria and Phoenix.



KEY MILESTONES

Status

May 2011: El Mirage Road (TI)

May 2014: Lake Pleasant Parkway to I-17 (Black Canyon Freeway) (Interim Freeway)

Happy Valley Road to Lake Pleasant Parkway (Interim Freeway)

September 2014: US 60 (Grand Avenue) to Happy Valley Road (New Freeway)

August 2016: US 60 (TI - Interim)

January 2022: Happy Valley Road to Lake Pleasant Parkway (GPL)

September 2023: 43rd Ave and 51st Ave (TI)

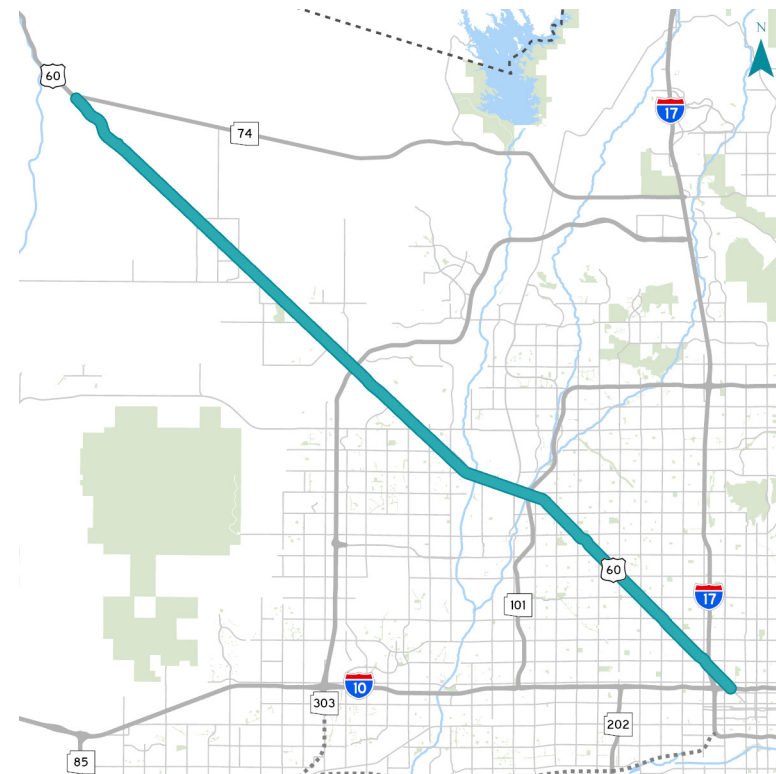
COMPLETE

UNDERWAY

PLANNED

US 60 (Grand Avenue)

The US 60 (Grand Avenue) corridor begins north of SR 303L at the Town of Wickenburg, where it connects to US 93. It continues south to the traffic interchange with SR 303L in the City of Surprise and ends at the Willetta Street intersection in the City of Phoenix. The corridor is oriented northwest-southeast and passes through portions of City of Surprise, City of El Mirage, Town of Youngtown, unincorporated Maricopa County, City of Peoria, City of Glendale, and City of Phoenix. The six-lane facility provides connections between the downtown cores of most of the municipalities it passes through.



KEY MILESTONES

Status

October 2006: SR 101L (Agua Fria Freeway) to 71st Avenue (GPL)

May 2007: Thompson Ranch Road (TI Improvements)
71st Avenue to Grand Canal Bridge (Bridge Improvements)

July 2007: 83rd Avenue and Peoria Avenue (TI Improvements)

July 2014: 71st Avenue to McDowell Road (Corridor Improvements)
Bell Road (TI)

March 2017: SR 303L (Estrella Freeway) to 99th Avenue (GPL)

March 2018: Greenway Road to Thompson Ranch (TI Improvements/Frontage Road)

July 2019: 99th Avenue to 83rd Avenue (Bridge Improvements)

Winter 2027: 35th Avenue/Indian School Road (TI/Grade Separation)

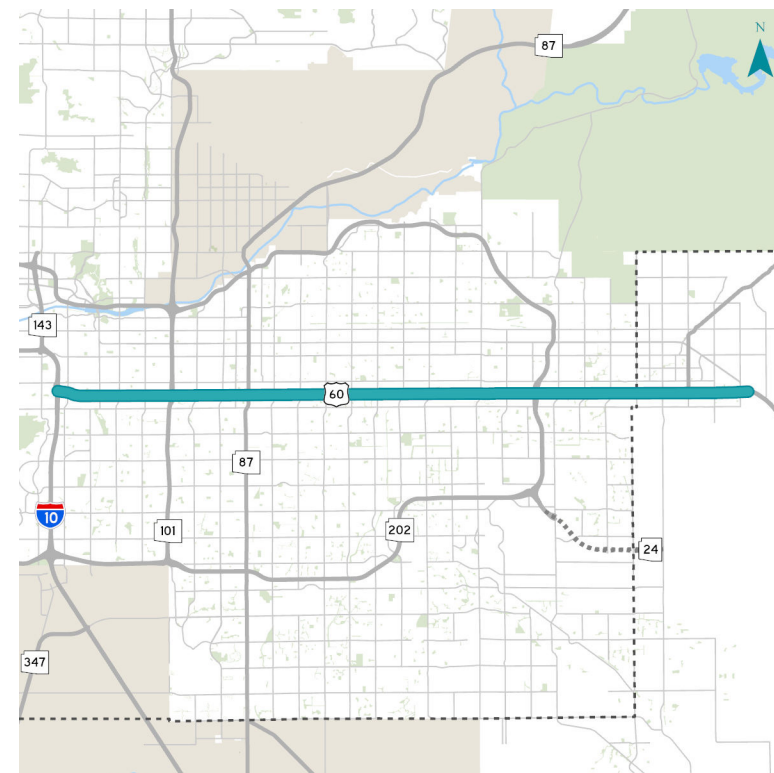
COMPLETE

UNDERWAY

PLANNED

US 60 (Superstition Freeway)

The US 60 (Superstition Freeway) is an east-west freeway corridor beginning at I-10/US 60 system interchange in Tempe and ends at US 60 at Mountain View Road in Apache Junction. The corridor provides connections between the east valley and southeast valley cities to downtown Phoenix, Arizona State University, and Phoenix Sky Harbor International Airport. US 60 (Superstition) is a regional facility that is identified as part of the National Highway System, connecting to three important regional freeways (I-10, SR 101L, SR 202L) as well as the future North-South corridor in the far east valley of the region.



KEY MILESTONES



GLOSSARY AND ACRONYMS

Project Work Description Crosswalk

Subprogram	Work Type	Description of Work
NEW	NEW	New Freeway or Highway
WIDEN	GPL	Addition of General Purpose Lanes
WIDEN	HOV	Addition of HOV Lanes
WIDEN	GPL HOV	Addition of General Purpose Lane Widening & HOV Lane Widening
TI	NEW TI	New TI
TI	IMP TI	Existing TI Improvement
TI	DHOV	Direct HOV Ramps
M&O	LS	Landscaping
WIDEN	IMP	Improvements to Existing Roadway
ADMIN	MINOR	Minor Improvements to Existing Roadway
WIDEN	WIDENING	Minor lane widening improvement, shoulder widening, turn lanes
M&O	HMM	Habitat Mitigation Monitoring
ADMIN	FMS	Freeway Management System
ADMIN	FSP	Freeway Service Patrol
OTHER	PED BR	Pedestrian Bridge
OTHER	NOISE	Noise Mitigation Project
ADMIN	RW	Right of Way Administration
ADMIN	RW PROT	Right of Way Protection
M&O	SWEEP	Sweeping
M&O	MAINT	Maintenance
OTHER	P R LOTS	Park and Ride Lots
OTHER	DRAINAGE	Drainage
ADMIN	DESIGN	Design Administration
ADMIN	RISK	Risk Analysis Administration
ADMIN	ADMIN	Administrative Tasks or Functions

Table A.1 Expenditures and Future Costs Table

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOES	Total Costs (FY2006-2026) 23 + YOES	Deferred Costs (FY2027-2040) YOES	Const. Group	Open to Traffic Date
Corridor Route I-10											
Papago Freeway	Maricopa County Line to SR 51: Papago Corridor Management Consultant Oversight	ADMIN	0.74	0.27	0.29	1.30	-	1.30	-	-	-
Papago Freeway	SR 303L to I-17: Corridor Management Consultant Oversight	ADMIN	-	-	-	-	-	-	-	-	-
Papago Freeway	I-17 to SR 51: Corridor Management Consultant Oversight	ADMIN	-	-	-	-	-	-	-	-	-
Papago Freeway	SR 85 to SR 303L: Design Concept Report & Right of Way	WIDEN	1.46	0.50	-	1.96	-	1.96	-	-	-
Papago Freeway	SR 85 to Verrado Way: General Purpose Lane	WIDEN	10.93	2.21	101.24	114.38	21.33	135.71	-	4	5/1/2023
Papago Freeway	SR 85 to Citrus Road	WIDEN					77.20	77.20		4	
Papago Freeway	Verrado Way to Sarival Road: General Purpose Lane	WIDEN	2.61	-	28.16	30.77	-	30.77	-	1	8/16/2011
Papago Freeway	Desert Creek Lane (323rd Avenue) TI	TI	-	-	-	-	20.40	20.40	-	4	-
Papago Freeway	395th Avenue (Belmont Road) TI	TI	-	-	-	-	20.40	20.40	-	4	-
Papago Freeway	Perryville Road: TI	TI	1.69	4.02	23.81	29.52	-	29.52	-	1	7/13/2010
Papago Freeway	SR 303L to SR 101L (Agua Fria Freeway) Median: Design Concept Report & Right of Way	WIDEN	2.73	0.24	0.00	2.97	-	2.97	-	1	7/30/2020
Papago Freeway	Sarival Avenue to Dysart Road: General Purpose Lane	WIDEN	2.90	-	35.83	38.73	-	38.73	-	2	10/19/2014
Papago Freeway	Sarival Road to SR 101L (Agua Fria Freeway) Median: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	5.59	-	96.99	102.58	-	102.58	-	1	7/30/2010

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Papago Freeway	Fairway Drive (El Mirage Road) TI	TI	2.35	3.83	24.84	31.02	-	31.02	-	3	7/30/2020
Papago Freeway	Avondale Boulevard TI	TI	0.07	0.00	2.76	2.83	-	2.83	-	1	4/11/2008
Papago Freeway	Bullard Road TI	TI	1.22	5.60	9.73	16.55	-	16.55	-	1	8/8/2007
Papago Freeway	SR 101L (Agua Fria Freeway) to I-17: Design Concept Report & Right of Way	WIDEN	3.21	0.61	-	3.82	-	3.82	-	-	-
Papago Freeway	43rd Avenue TI	TI	0.41	-	1.32	1.73	-	1.73	-	1	FY2011
Papago Freeway	51st Avenue TI	TI	0.06	0.04	1.32	1.42	-	1.42	-	1	8/8/2007
Papago Freeway	Jackrabbit Trail: Design	TI	0.36	-	-	0.36	4.64	5.00	-	-	-
PAPAGO FREEWAY	SUBTOTAL	-	36.33	17.32	326.29	379.94	143.97	523.91	0.00	-	-
Maricopa Freeway	SR 51 to SR 202L (Santan Freeway): Design Concept Report & Right of Way	WIDEN	12.89	15.34	0.27	28.50	-	28.50	-	-	-
Maricopa Freeway	Sky Harbor West Airport Access	TI	-	-	-	-	100.00	100.00	-	4	-
Maricopa Freeway	I-17 Split to SR 202L (Santan Freeway): General Purpose Lane/High Occupancy Vehicle Lane/Traffic Interchange System	WIDEN	57.55	34.48	365.51	457.54	381.51	839.05	-	4	U
Maricopa Freeway	Baseline Road to Riggs Road: Corridor Management Consultant Oversight	ADMIN	0.00	-	-	0.00	-	0.00	-	-	-
Maricopa Freeway	Salt River to Baseline Road: Right of Way	ADMIN	0.03	137.05	12.69	149.77	2.26	152.03	-	-	-
Maricopa Freeway	Southern Avenue to SR 143: General Purpose Lane	WIDEN	0.30	-	3.35	3.65	-	3.65	-	1	1/15/2011
Maricopa Freeway	SR 143 (Hohokam Expressway) to SR 202L (Santan Freeway): National Technical Information Service	OTHER	2.20	2.81	0.51	5.52	-	5.52	-	-	-
Maricopa Freeway	Knox Road Pedestrian Bridge	OTHER	-	-	-	-	-	-	14.76	5	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Maricopa Freeway	Ray Road TI	TI	0.76	-	9.62	10.38	-	10.38	-	1	8/8/2007
Maricopa Freeway	SR 202/Santan to SR 387 (Wild Horse Pass Corridor): General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	2.46	-	-	2.46	0.60	3.06	-	-	-
Maricopa Freeway	SR 202L/Santan to Riggs Road (Maricopa County Section): General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	-	-	-	-	217.93	217.93	-	4	-
Maricopa Freeway	Gila River Indian Community Access Improvements (Chandler Heights Road) TI	TI	-	-	-	-	50.00	50.00	-	4	-
Maricopa Freeway	Baseline Road: Predesign & Scoping	TI	0.22	-	-	0.22	2.03	2.25	-	-	-
MARICOPA FREEWAY	SUBTOTAL	-	76.41	189.68	391.95	658.04	754.33	1,412.37	14.76	-	-
I-10	TOTAL	-	112.74	207.00	718.24	1,037.98	898.30	1,936.28	14.76	-	-
Corridor Route I-17											
Black Canyon Freeway	I-10 (Papago Freeway) to I-10 (Maricopa Freeway): Corridor Management Consultant Oversight	ADMIN	0.00	-	0.00	0.00	-	0.00	-	-	-
Black Canyon Freeway	I-10 Split to 19th Avenue: Design Concept Report & Right of Way	WIDEN	8.22	0.31		8.53	-	8.53	-	-	-
Black Canyon Freeway	I-10 Split to 19th Avenue: High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	490.83	5	-
Black Canyon Freeway	I-10 Split to 19th Avenue: Auxiliary Lanes	WIDEN	4.31	-	-	4.31	2.05	6.36	95.34	5	-
Black Canyon Freeway	19th Avenue to Indian School Road: General Purpose/High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	1,379.31	5	-
Black Canyon Freeway	Central Avenue Bridge	OTHER	1.98	-	17.74	19.72	2.01	21.73	-	3	12/2021

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Black Canyon Freeway	McDowell Road to Arizona Canal: Corridor Management Consultant Oversight	ADMIN	0.58	-	0.03	0.61	-	0.61	-	-	-
Black Canyon Freeway	Peoria Avenue to Greenway Road: Drainage	OTHER	1.22	0.17	36.42	37.81	0.66	38.47	-	3	U
Black Canyon Freeway	Indian School Road to Dunlap Avenue: General Purpose/ High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	1,379.31	5	-
Black Canyon Freeway	Arizona Canal to SR 101L (Agua Fria Freeway): Design Concept Report	WIDEN	0.61	-	-	0.61	-	0.61	-	-	-
Black Canyon Freeway	Dunlap Avenue to SR 101L (Agua Fria Freeway): General Purpose/High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	541.09	5	-
Black Canyon Freeway	SR 101L (Agua Fria Freeway) System Interchange	TI	-	-	-	-	-	-	189.01	5	-
Black Canyon Freeway	Cactus Road TI	TI	0.78	0.30	6.77	7.85	-	7.85	-	1	10/1/2008
Black Canyon Freeway	Bell Road TI	TI	-	-	-	-	-	-	185.03	5	-
Black Canyon Freeway	Thunderbird Road TI	TI	-	-	-	-	-	-	143.87	5	-
Black Canyon Freeway	Glendale Avenue TI	TI	-	-	-	-	-	-	90.96	5	-
Black Canyon Freeway	Northern Avenue TI	TI	-	-	-	-	-	-	100.85	5	-
Black Canyon Freeway	Camelback Road TI	TI	0.03	-	-	0.03	110.21	110.24	-	4	-
Black Canyon Freeway	Indian School Road TI	TI	2.73	0.09	-	2.82	61.11	63.93	-	4	-
Black Canyon Freeway	SR 101L (Agua Fria Freeway) to SR 74: Design Concept Report	WIDEN	3.79	-	0.00	3.79	-	3.79	-	-	-
Black Canyon Freeway	SR 101L (Agua Fria Freeway) to Black Canyon Freeway TI: Right of Way	ADMIN	-	77.12	0.15	77.27	-	77.27	-	-	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Black Canyon Freeway	SR 101L (Agua Fria Freeway) to Jomax Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.91	-	76.69	81.60	-	81.60	-	1	11/8/2009
Black Canyon Freeway	Jomax Road to SR 74: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.62	-	92.95	97.57	-	97.57	-	1	7/30/2010
Black Canyon Freeway	Pinnacle Peak Road/Happy Valley TI	TI	6.80	0.00	62.76	69.56	-	69.56	-	3	3/12/2021
Black Canyon Freeway	Jomax Road/Dixileta Road TI	TI	4.06	2.74	40.79	47.59	-	47.59	-	1	4/21/2010
Black Canyon Freeway	SR 74 TI	TI	1.56	-	22.72	24.28	-	24.28	-	1	5/15/2010
Black Canyon Freeway	SR 74 to Anthem Way: General Purpose Lane	WIDEN	3.53	0.70	13.67	17.90	-	17.90	-	1	12/3/2006
Black Canyon Freeway	Anthem Way to Yavapai County Line (New River): General Purpose Lane	WIDEN	0.00	-	17.02	17.02	32.98	50.00	-	4	U
Black Canyon Freeway	SR 74 to Anthem Way: High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	73.53	5	-
I-17	TOTAL		49.73	81.43	387.71	518.87	209.02	727.89	4,669.13	-	-
Corridor Route SR 24											
Gateway Expressway	SR 202L (Santan Freeway) to Ellsworth Road: New Freeway	NEW	14.84	27.20	79.69	121.73	-	121.73	-	3	5/4/2014
Gateway Expressway	Ellsworth Road to Ironwood Drive: Interim Freeway	NEW	8.80	50.81	101.63	161.24	94.78	256.01	-	4	8/1/2022
	Ellsworth Road to Ironwood Drive: Final Freeway	NEW	-	-	-	-	-	-	148.40	5	-
GATEWAY	TOTAL	-	23.64	78.01	181.32	282.97	94.78	377.75	148.40	-	-
Corridor Route SR 30											
Tres Rios Freeway	SR 303L to SR 85: Design Concept Report	NEW	3.52	-	0.17	3.69	-	3.69	-	-	-
Tres Rios Freeway	SR 202L (South Mountain) to SR 303L: New Freeway	NEW	18.83	289.70	-	308.53	247.09	555.62	2,129.21	5	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Tres Rios Freeway	SR 303L to SR 85: Right of Way Preservation & Interim Freeway	NEW	-	-	-	-	-	-	878.26	5	-
TRES RIOS	TOTAL		22.35	289.70	0.17	312.22	247.09	559.31	3,007.47	-	-
Corridor Route SR 51											
Piestewa Freeway	SR 202L (Red Mountain Freeway) to SR 101L (Pima): Corridor Management Consultant Oversight	ADMIN	0.00	-	-	0.00	-	0.00	-	-	-
Piestewa Freeway	Shea Boulevard to SR 101L (Pima Freeway): High Occupancy Vehicle Lane & Ramp	WIDEN	4.00	-	48.74	52.74	-	52.74	-	1	2/13/2009
Piestewa Freeway	Shea Boulevard to SR 101L (Pima Freeway): General Purpose Lane	WIDEN	-	-	-	-	-	-	93.65	5	-
PIESTEWA	TOTAL	-	4.00	0.00	48.74	52.74	0.00	52.74	93.65	-	-
Corridor Route US 60											
Grand Avenue	SR 303L to I-10 (Papago Freeway)(Van Buren Street): Corridor Capacity Improvements	WIDEN	-	-	-	-	-	-	299.31	5	-
Grand Avenue	SR 303L to 99th Avenue: General Purpose Lane	WIDEN	7.30	1.20	24.80	33.30	-	33.30	-	3	3/7/2017
Grand Avenue	Bell Road TI	TI	3.17	20.89	54.36	78.42	-	78.42	-	2	7/14/2014
Grand Avenue	Greenway Road to Thompson Ranch Road: Intersection Improvements (Frontage Road)	TI		0.03	5.18	5.21	-	5.21	-	3	9/1/2018
Grand Avenue	Thompson Ranch Road (Thunderbird Road) TI	TI	4.00	5.71	7.26	16.97	-	16.97	-	1	5/15/2007
Grand Avenue	SR 101L (Agua Fria Freeway) to McDowell Road: Right of Way & Major Investment Study	WIDEN	1.01	8.58	0.66	10.25	-	10.25	-	-	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Grand Avenue	SR 101L (Agua Fria Freeway) to Van Buren Road: Design Concept Report	WIDEN	1.20	-	-	1.20	-	1.20	-	-	-
Grand Avenue	SR 101L (Agua Fria Freeway) to 71st Avenue: General Purpose Lane	WIDEN	5.30	2.40	24.10	31.80	-	31.80	-	-	10/4/2006
Grand Avenue	99th Avenue to 83rd Avenue: Bridge	OTHER	1.30	1.20	9.50	12.00	-	12.00	-	3	7/12/2019
Grand Avenue	83rd Avenue/Peoria Avenue: Intersection Improvements	TI	0.10	-	2.00	2.10	-	2.10	-	1	7/24/2007
Grand Avenue	71st Avenue to McDowell Road: Capacity Improvements	WIDEN	-	-	6.40	6.40	-	6.40	-	2	2014
Grand Avenue	71st Avenue to Grand Canal Bridge: Bridge Improvements	OTHER	0.10	-	3.60	3.70	-	3.70	-	1	2006
Grand Avenue	Indian School Road/35th Avenue: Intersection Improvements	TI	1.82	-	-	1.82	182.33	184.15	-	4	-
Grand Avenue	Northern Avenue TI	TI	-	-	-	-	-	-	159.53	5	-
Grand Avenue	Bethany Home TI	TI	-	-	-	-	-	-	108.55	5	-
Grand Avenue	McDowell Road TI	TI	-	-	-	-	-	-	133.81	5	-
GRAND	SUBTOTAL	-	25.30	40.01	137.86	203.17	182.33	385.50	701.20	-	-
Superstition Freeway	I-10 (Maricopa Freeway) to Meridian Road: Corridor Management Consultant Oversight	WIDEN	0.43	-	0.56	0.99	-	0.99	-	-	-
Superstition Freeway	I-10 (Maricopa Freeway) to SR 101L (Price Freeway): General Purpose Lane	WIDEN	2.26	-	26.73	28.99	-	28.99	-	3	6/2/2017
Superstition Freeway	Lindsay Road TI	TI	-	-	-	-	-	-	13.03	5	
Superstition Freeway	Gilbert Road to Power Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.70	-	88.10	92.80	-	92.80	-	1	4/30/2011
Superstition Freeway	Higley Road TI	TI	0.40	0.20	5.00	5.60	-	5.60	-	1	3/29/2010

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Superstition Freeway	Ellsworth Road (Power Road) to Crismon Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	63.30	5	-
Superstition Freeway	Crismon Road to Meridian Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	1.93	-	-	1.93	-	1.93	44.08	5	-
Superstition Freeway	Meridian Road (West) TI	TI	1.80	1.20	10.20	13.20	-	13.20	-	1	4/1/2011
SUPERSTITION FREEWAY	SUBTOTAL		11.52	1.40	130.59	143.51	0.00	143.51	120.41	-	-
US 60	TOTAL		36.82	41.41	268.45	346.68	182.33	529.01	821.61	-	-
Corridor Route SR 74											
Carefree Highway	Mile Post 13 - 15: Pass Lane	OTHER	0.50	0.10	3.50	4.10	-	4.10	-	1	4/1/2011
Carefree Highway	Mile Post 20-22: Pass Lane	OTHER	0.50	1.10	2.90	4.50	-	4.50	-	3	10/20/2010
Carefree Highway	US 60 (Grand Avenue) to SR 303L: Right of Way Protection	ADMIN	0.40	-	-	0.40	-	0.40	2.00	-	-
CAREFREE	TOTAL	-	1.40	1.20	6.40	9.00	0.00	9.00	2.00	-	-
Corridor Route SR 85											
SR 85	SR 85: Corridor Management Consultant Oversight	ADMIN	0.25	-	0.02	0.27	-	0.27	-	-	-
SR 85	I-10 (Papago Freeway) to I-8/Reliever: Right of Way	ADMIN	0.11	32.75	-	32.86	-	32.86	-	-	-
SR 85	Broadway Road to Hazen Road: Design	WIDEN	2.34	-	-	2.34	-	2.34	-	-	-
SR 85	I-10 (Papago Freeway) to Southern Avenue: General Purpose Lane	WIDEN	1.60	-	11.10	12.70	-	12.70	-	1	7/27/2011
SR 85	Broadway Road to Lower Buckeye Road: Connecting Road	OTHER	-	-	4.70	4.70	-	4.70	-	1	FY2009
SR 85	Southern Avenue to MC 85: General Purpose Lane	WIDEN	0.50	-	9.20	9.70	-	9.70	-	1	2008

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
SR 85	Mile Post 139.01 - 141.71: General Purpose Lane	WIDEN	0.30	-	22.90	23.20	-	23.20	-	1	11/26/2008
SR 85	Mile Post 130.7 - 137.0: General Purpose Lane	WIDEN	0.30	-	24.90	25.20	-	25.20	-	1	1/29/2010
SR 85	SR 85 to Gila Bend: General Purpose Lane Phase 1	WIDEN	3.30	3.36	18.21	24.87	-	24.87	-	2	1/8/2013
SR 85	Warner Street Bridge TI	TI	0.01	-	-	0.01	5.50	5.51	-	4	-
SR 85	TOTAL		8.71	36.11	91.03	135.85	5.50	141.35	0.00	-	-
Corridor Route SR 87											
Duthie Martin Freeway	Forest Boundary to New Four Peaks Road	WIDEN	3.05	0.63	22.64	26.32	-	26.32	-	1	9/30/2008
Duthie Martin Freeway	Mile Post 211.8 - 213.0: Drainage	OTHER	0.32	0.08	0.99	1.39	-	1.39	-	1	5/9/2011
Duthie Martin Freeway	New Four Peaks Road to Dos South Ranch	WIDEN	2.69	0.16	13.66	16.51	-	16.51	-	1	5/9/2011
DUTHIE MARTIN	TOTAL	-	6.06	0.87	37.29	44.22	0.00	44.22	0.00	-	-
Corridor Route SR 88											
Apache Trail Expressway	Fish Creek Hill: Retaining Walls	OTHER	0.56	-	0.03	0.59	-	0.59	-	-	FY2012
APACHE TRAIL	TOTAL	-	0.56	0.00	0.03	0.59	0.00	0.59	0.00	-	-
Corridor Route US 93											
Wickenburg Freeway	Wickenburg Bypass: New Freeway	NEW	2.75	15.46	35.77	53.98	-	53.98	-	3	2/26/2010
US 93	TOTAL	-	2.75	15.46	35.77	53.98	0.00	53.98	0.00	-	-
Corridor Route SR 101L											
Agua Fria Freeway	I-10 (Papago Freeway) to Tatum Boulevard: High Occupancy Vehicle Lane	WIDEN	3.05	1.03	136.32	140.40	-	140.40	-	1	12/19/2010
Agua Fria Freeway	I-10 System Interchange	TI	4.46	-	-	4.46	210.44	214.90	-	4	-
Agua Fria Freeway	I-10 (Papago Freeway) to US 60 (Grand Avenue): General Purpose Lane	WIDEN	-	-	-	-	-	-	192.40	5	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Agua Fria Freeway	16th Street (Screenwall)	OTHER	0.02		0.23	0.25	14.05	14.30			
Agua Fria Freeway	Bethany Home Road (North) TI	TI	1.21	-	8.44	9.65	-	9.65	-	1	11/8/2008
Agua Fria Freeway	Maryland Avenue High Occupancy Vehicle Ramps	TI	0.74	0.04	13.67	14.45	-	14.45	-	1	7/28/2009
Agua Fria Freeway	Northern Avenue TI	TI	-	-	-	-	10.00	10.00	-	4	-
Agua Fria Freeway	Olive Avenue TI	TI	0.38	-	3.57	3.95	-	3.95	-	1	7/19/2009
Agua Fria Freeway	Thunderbird Avenue TI	TI	0.38	-	3.57	3.95	-	3.95	-	1	10/24/2008
Agua Fria Freeway	Beardsley Road/Union Hills Drive TI	TI	-	-	19.02	19.02	-	19.02	-	1	5/6/2011
Agua Fria Freeway	US 60 (Grand Ave) to 75th Avenue: General Purpose Lane	WIDEN	-	-	-	-	-	-	129.31	5	-
Agua Fria Freeway	59th & 67th Avenues TI: Feasibility Study	TI	0.01	-	-	0.01	0.04	0.05	-	-	-
Agua Fria Freeway	75th Avenue to I-17: General Purpose Lane & TI	WIDEN	9.90	-	-	9.90	173.24	183.14	-	4	-
AGUA FRIA	SUBTOTAL	-	20.15	1.07	184.82	206.04	407.77	613.81	321.71	-	-
Pima Freeway	I-17 to SR 202L (Red Mountain): Corridor Management Consultant Oversight	ADMIN	0.08	-	8.71	8.79	0.02	8.81	-	-	-
Pima Freeway	I-17 to Princess Drive: Design Concept Report & Right of Way	WIDEN	3.65	0.28		3.93	-	3.93	-	-	-
Pima Freeway	I-17 to Pima Road: General Purpose Lane	WIDEN	5.52	0.92	262.36	268.80	5.83	274.63	-	3	03/2022
Pima Freeway	Pima Road Extension: Joint Partnership Agreement	OTHER	-	-	-	-	3.93	3.93	-	4	-
Pima Freeway	Princess Drive TI: Study	OTHER	0.48	-	0.05	0.53	-	0.53	-	-	-
Pima Freeway	64th Street TI	TI	2.86	2.32	24.36	29.54	-	29.54	-	1	FY 2011

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Pima Freeway	Tatum Boulevard to Princess Drive: High Occupancy Vehicle Lane	WIDEN	1.40	-	16.30	17.70	-	17.70	-	1	9/14/2007
Pima Freeway	Hayden Road to Princess Drive: Drainage	OTHER	0.01	-	-	0.01	-	0.01	-	-	-
Pima Freeway	Princess Road (Pima Road) to Shea Boulevard: General Purpose Lane	WIDEN	8.62	0.73	-	9.35	135.95	145.30	-	U	-
Pima Freeway	Princess Drive to SR 202L (Red Mountain Freeway): High Occupancy Vehicle Lane	WIDEN	4.45	-	57.44	61.89	-	61.89	-	2	3/29/2014
Pima Freeway	Shea Boulevard to SR 202L (Red Mountain Freeway): Design	WIDEN	10.15	-	0.08	10.23	-	10.23	-	-	-
Pima Freeway	Shea Boulevard to SR 202L (Red Mountain Freeway): General Purpose Lane	WIDEN	5.54	-	85.47	91.01	-	91.01	-	3	12/16/2016
Pima Freeway	Chaparral Road TI	TI	0.23	-	0.95	1.18	-	1.18	-	2	5/6/2011
PIMA	SUBTOTAL	-	42.99	4.25	455.72	502.96	145.73	648.69	-	-	-
Price Freeway	SR 202L (Red Mountain Freeway) to SR 202L (Santan Freeway): High Occupancy Vehicle Lane	WIDEN	3.22	-	35.80	39.02	-	39.02	-	1	7/2/2011
Price Freeway	Baseline Road to SR 202L (Santan Freeway): General Purpose Lane	WIDEN	4.46	-	72.79	77.25	-	77.25	-	3	8/18/2020
Price Freeway	Galveston Street: Drainage	OTHER	0.01	-	1.40	1.41	-	1.41	-	-	-
PRICE	SUBTOTAL	-	7.69	-	109.99	117.68	-	117.68	-	-	-
SR 101L	TOTAL	-	70.83	5.32	750.53	826.68	553.50	1,380.18	321.71	-	-
Corridor Route SR 143											
Hohokam Expressway	Sky Harbor Boulevard TI: Intersection Improvements & New Ramps	TI	5.20	0.40	22.00	27.60	-	27.60	-	2	7/9/2012
HOHOKAM	TOTAL	-	5.20	0.40	22.00	27.60	0.00	27.60	0.00	-	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Corridor Route SR 202L											
Red Mountain Freeway	I-10 (Maricopa Freeway) and SR 51 TI to US 60 (Superstition): Corridor Management Consultant Oversight	ADMIN	0.01	-	0.00	0.01	-	0.01	-	-	-
Red Mountain Freeway	I-10 (Maricopa Freeway) and SR 51 TI to SR 101L (Pima): General Purpose Lane	WIDEN	10.47	-	205.82	216.29	-	216.29	-	1	2010
Red Mountain Freeway	Mill Avenue to Washington Street: General Purpose Lane	WIDEN	1.20	-	5.70	6.90	-	6.90	-	1	4/11/2009
Red Mountain Freeway	SR 101L (Pima Freeway) to Broadway Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.86	3.15	137.28	145.29	-	145.29	-	1	8/27/2010
Red Mountain Freeway	SR 101L (Pima Freeway) to Gilbert Road: High Occupancy Vehicle Lane	WIDEN	3.30	-	24.30	27.60	-	27.60	-	2	12/18/2015
Red Mountain Freeway	Mesa Drive HOV Ramps	TI	-	-	-	-	-	-	18.53	5	-
Red Mountain Freeway	Gilbert Road to Higley Road: General Purpose Lane	WIDEN	-	-	-	-	-	-	82.21	5	-
Red Mountain Freeway	Higley Road to US 60 (Superstition Freeway): General Purpose Lane	WIDEN	-	-	-	-	-	-	131.37	5	-
Red Mountain Freeway	Broadway Road (Apache Tri) to Gilbert Road (US 60 (Superstition Freeway): High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	104.46	5	-
Red Mountain Freeway	US 60 (Superstition Freeway): High Occupancy Vehicle Lane Ramps	TI	-	-	-	-	-	-	42.10	5	-
Red Mountain Freeway	Power Road to University Drive: Habitat Mitigation Monitoring	OTHER	-	-	0.19	0.19	-	0.19	-	-	-
RED MOUNTAIN	SUBTOTAL	-	19.84	3.15	373.29	396.28	-	396.28	378.67	-	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Santan Freeway	US 60 (Superstition Freeway) to Val Vista Drive: General Purpose Lane	WIDEN	-	-	-	-	-	-	147.24	5	-
Santan Freeway	Val Vista Drive to SR 101L (Price Freeway): General Purpose Lane	WIDEN	12.50	-	-	12.50	192.95	205.45	-	4	-
Santan Freeway	Gilbert Road to I-10 (Maricopa Freeway): High Occupancy Vehicle Lane & Ramps	WIDEN	2.06	-	99.24	101.30	-	101.30	-	1	10/9/2011
Santan Freeway	Lindsay Road TI	WIDEN	0.23	-	27.77	28.00	0.11	28.11	-	4	8/1/2022
Santan Freeway	SR 101L/Price Freeway to I-10 (Maricopa Freeway): General Purpose Lane	WIDEN	-	-	-	-	-	-	78.12	5	-
SANTAN	SUBTOTAL	-	14.79	0.00	127.01	141.80	193.06	334.86	225.36	-	-
South Mountain Freeway	I-10 (Maricopa Freeway) to I-10 (Papago Freeway): Design Concept Report	NEW	31.01	-	1.11	32.12	-	32.12	-	-	-
South Mountain Freeway	I-10 (Maricopa Freeway) to I-10 (Papago Freeway): Right of Way	ADMIN	0.01	69.68	1.50	71.19	-	71.19	-	-	-
South Mountain Freeway	I-10 (Maricopa Freeway) to I-10 (Papago Freeway): New Freeway	NEW	66.68	489.98	1,131.05	1,687.71	29.48	1,717.19	-	3	12/2019
SOUTH MOUNTAIN	SUBTOTAL	-	97.70	559.66	1,133.66	1,791.02	29.48	1,820.50	-	-	-
SR 202L	TOTAL	-	132.33	562.81	1,633.96	2,329.10	222.54	2,551.64	604.03	-	-
Corridor Route SR 303L											
Estrella Freeway	US 60 (Grand Avenue) to I-17: Corridor Management Consultant Oversight	ADMIN	1.05	-	0.06	1.11	-	1.11	-	-	-
Estrella Freeway	MC 85 to I-17: Right of Way Protection	ADMIN	-	7.08	0.00	7.08	-	7.08	-	-	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Estrella Freeway	Happy Valley Parkway to I-17: 30% Design & Right of Way	NEW	6.72	41.61	0.04	48.37	-	48.37	-	-	-
Estrella Freeway	US 60 (Grand Avenue) to Happy Valley Parkway: New Freeway	NEW	4.21	0.60	36.52	41.33	-	41.33	-	2	9/3/2014
Estrella Freeway	Cactus Road, Waddell Road and Bell Road TI	TI	3.99	-	33.43	37.42	-	37.42	-	2	5/30/2015
Estrella Freeway	El Mirage Road TI	TI	2.79	0.31	24.03	27.13	-	27.13	-	1	5/13/2011
Estrella Freeway	Happy Valley Parkway to Lake Pleasant Parkway: Final Freeway	NEW	2.37	-	24.16	26.53	3.30	29.83	-	4	1/2022
Estrella Freeway	Happy Valley Parkway to Lake Pleasant Parkway: Interim Freeway	NEW	14.41	-	114.19	128.60	-	128.60	-	2	FY2014
Estrella Freeway	I-10 (Maricopa Freeway) and SR 303L: System TI Phase 1 & 2	TI	30.99	94.33	262.84	388.16	-	388.16	-	2	9/3/2014
Estrella Freeway	I-10 (Papago Freeway) to US 60 (Grand Avenue): Design Concept Report	NEW	1.46	-	0.03	1.49	-	1.49	-	-	-
Estrella Freeway	Riggs Road to SR 30: MC 85 Study	OTHER	1.62	0.00	0.09	1.71	-	1.71	-	-	-
Estrella Freeway	Flood Control District Maricopa Freeway County Study: Joint Partnership Agreement	OTHER	0.38	-	0.01	0.39	-	0.39	-	-	-
Estrella Freeway	Lake Pleasant Parkway to I-17: Interim Freeway	NEW	10.48	-	82.12	92.60	-	92.60	-	2	5/21/2014
Estrella Freeway	43rd Avenue/51st Avenue Interim TI	TI	5.88	0.02	62.18	68.08	66.92	135.00	-	4	U
Estrella Freeway	Lake Pleasant Parkway to I-17: Final Freeway	NEW	-	-	-	-	4.00	4.00	115.63	5	-
Estrella Freeway	MC 85 to Van Buren Street: New Freeway	NEW	15.38	3.54	0.68	19.60	301.63	321.23	319.23	4	-
Estrella Freeway	Northern Avenue/Olive Avenue TI	TI	0.16	-	-	0.16	-	0.16	21.53	5	-
Estrella Freeway	Northern Avenue Parkway Interim TI	TI	-	-	-	-	-	-	-	ALCP	9/1/2013

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOE\$	Total Costs (FY2006-2026) 23 + YOE\$	Deferred Costs (FY2027-2040) YOE\$	Const. Group	Open to Traffic Date
Estrella Freeway	Thomas Road to US 60 (Grand): 30% Design & Right of Way	NEW	5.43	104.71	5.87	116.01	-	116.01	-	-	-
Estrella Freeway	Glendale Avenue to Peoria Avenue: New Freeway	NEW	7.88	-	89.62	97.50	-	97.50	-	-	11/13/2013
Estrella Freeway	Peoria Avenue to Mountain View Road: New Freeway	NEW	4.35	-	146.18	150.53	-	150.53	-	-	8/3/2016
Estrella Freeway	Thomas Road to Camelback Road: New Freeway	NEW	4.60	-	37.24	41.84	-	41.84	-	-	11/22/2013
Estrella Freeway	Camelback Road to Glendale Avenue: New Freeway	NEW	4.44	-	56.71	61.15	-	61.15	-	-	3/8/2011
Estrella Freeway	US 60 (Grand Avenue) and SR 303L: Final TI	TI	0.15	-	-	0.15	-	0.15	126.58	5	-
Estrella Freeway	US 60 (Grand Avenue) and SR 303L: Interim TI	TI	6.60	0.04	53.72	60.36	-	60.36	-	2	8/3/2016
Estrella Freeway	I-17 Interchange	TI	-	-	-	-	19.00	19.00	202.97	5	-
SR 303L	TOTAL	-	135.34	252.24	1,029.72	1,417.30	394.85	1,812.15	785.94	-	-
Subprograms											
Maintenance & Operations	MAG Litter, Sweeping, Landscaping Program	MAINT	-	-	-	-	34.28	34.28	-	-	-
Maintenance & Operations	SR 20L South Mountain Freeway: Landscape, Litter & Sweeping	MAINT	-	-	2.28	2.28	2.35	4.63	-	-	-
Maintenance & Operations	Project Landscape	MAINT	-	-	140.87	140.87	-	140.87	-	-	-
Maintenance & Operations	Project Litter	MAINT	-	-	69.50	69.50	-	69.50	-	-	-
Maintenance & Operations	Project Sweeping	MAINT	-	-	32.55	32.55	-	32.55	-	-	-
MAINTENANCE	SUBTOTAL		0.00	0.00	245.20	245.20	36.63	281.83	0.00	-	-
Other	Passive Acoustic Detection Replacement	OTHER	0.04	-	1.57	1.61	-	1.61	-	-	-
Other	Public Involvement	OTHER	4.43	-	-	4.43	-	4.43	-	-	-
Other	Central Control System	OTHER	1.92	-	2.50	4.42	-	4.42	-	-	-

Facility Subprogram	Segment/Project	Project Work Description	Design Costs (FY2006-2023) 2023\$'s	Right of Way Costs (FY2006-2023) 2023\$'s	Const. Costs (FY2006-2023) 2023\$'	Total Costs (FY2006-2023) 2023\$'s	Costs (FY2024-2026) YOES	Total Costs (FY2006-2026) 23 + YOES	Deferred Costs (FY2027-2040) YOES	Const. Group	Open to Traffic Date
Other	RFS Director Support	OTHER	1.05	-	-	1.05	-	1.05	-	-	-
Other	Noise Walls	OTHER	3.34	0.23	60.04	63.61	-	63.61	-	-	-
Other	Wrongway Detection	OTHER	0.04	-	3.89	3.93	-	3.93	-	-	-
OTHER	SUBTOTAL		10.82	0.23	68.00	79.05	0.00	79.05	0.00	-	-
Regionwide	Design Change Orders	ADMIN	-	-	-	-	6.25	6.25	-	-	-
Regionwide	Freeway Management System (Preservation, Projects, DMS)	ADMIN	-	-	106.97	106.97	15.23	122.20	-	-	-
Regionwide	Freeway Service Patrols	ADMIN	-	-	16.95	16.95	3.00	19.95	-	-	-
Regionwide	Minor Freeway Improvements	ADMIN	-	-	0.02	0.02	12.50	12.52	-	-	-
Regionwide	Preliminary Engineering	ADMIN	-	-	1.09	1.09	3.75	4.84	-	-	-
Regionwide	Preliminary Engineering (Management Consultant Oversight)	ADMIN	-	-	5.70	5.70	6.00	11.70	-	-	-
Regionwide	Right of Way Advance Acquisition	ADMIN	-	-	-	-	3.75	3.75	-	-	-
Regionwide	Right of Way Plans & Titles	ADMIN	-	4.01	-	4.01	2.25	6.26	-	-	-
Regionwide	Right of Way Property Management	ADMIN	-	8.38	-	8.38	1.20	9.58	-	-	-
Regionwide	Risk Analysis Process	ADMIN	0.43	-	0.48	0.91	0.23	1.14	-	-	-
Regionwide	Risk Indemnification	ADMIN	-	-	27.34	27.34	6.90	34.24	-	-	-
REGIONWIDE	SUBTOTAL	-	0.43	12.39	158.55	171.37	61.06	232.43	0.00	-	-
SUBPROGRAMS	TOTAL	-	11.25	12.62	471.75	495.62	97.69	593.31	0.00	-	-
GRAND TOTAL		-	623.71	1,584.58	5,683.11	7,891.40	2,905.60	10,797.00	10,468.70	-	-

APPENDIX B - ARTERIAL LIFE CYCLE PROGRAM

[Arterial Capacity/Intersection Improvements](#)

[ALCP Quadrant Maps](#)

[Figure B-1: Northeast Quadrant](#)

[Figure B-2: Northwest Quadrant](#)

[Figure B-3: Southeast Quadrant](#)

[Figure B-4: Southwest Quadrant](#)

[Table B-1: Regional Reimbursements and Total Expenditures](#)

[Table B-2: ITS Reimbursement](#)

Arterial Capacity/Intersection Improvements

A total of 94 arterial capacity/intersection improvement projects were originally identified in the RTP and included in the ALCP. The current ALCP provides a listing of 64 of the original 94 projects and maintains the fiscal constraint of the life cycle program over the remainder of the 20-year sales tax. The projects follow the priorities established in the RTP. In some cases, projects are advanced, deleted, deferred, exchanged, or substituted per the ALCP Policies and Procedures (Policies). Every year, the program is updated based on new revenue forecasts and changes to project schedules.

As of the end of FY 2023, 98 ALCP projects or project segments have been completed including arterial street widenings, capacity improvement projects, and intersection improvements, at the following locations.

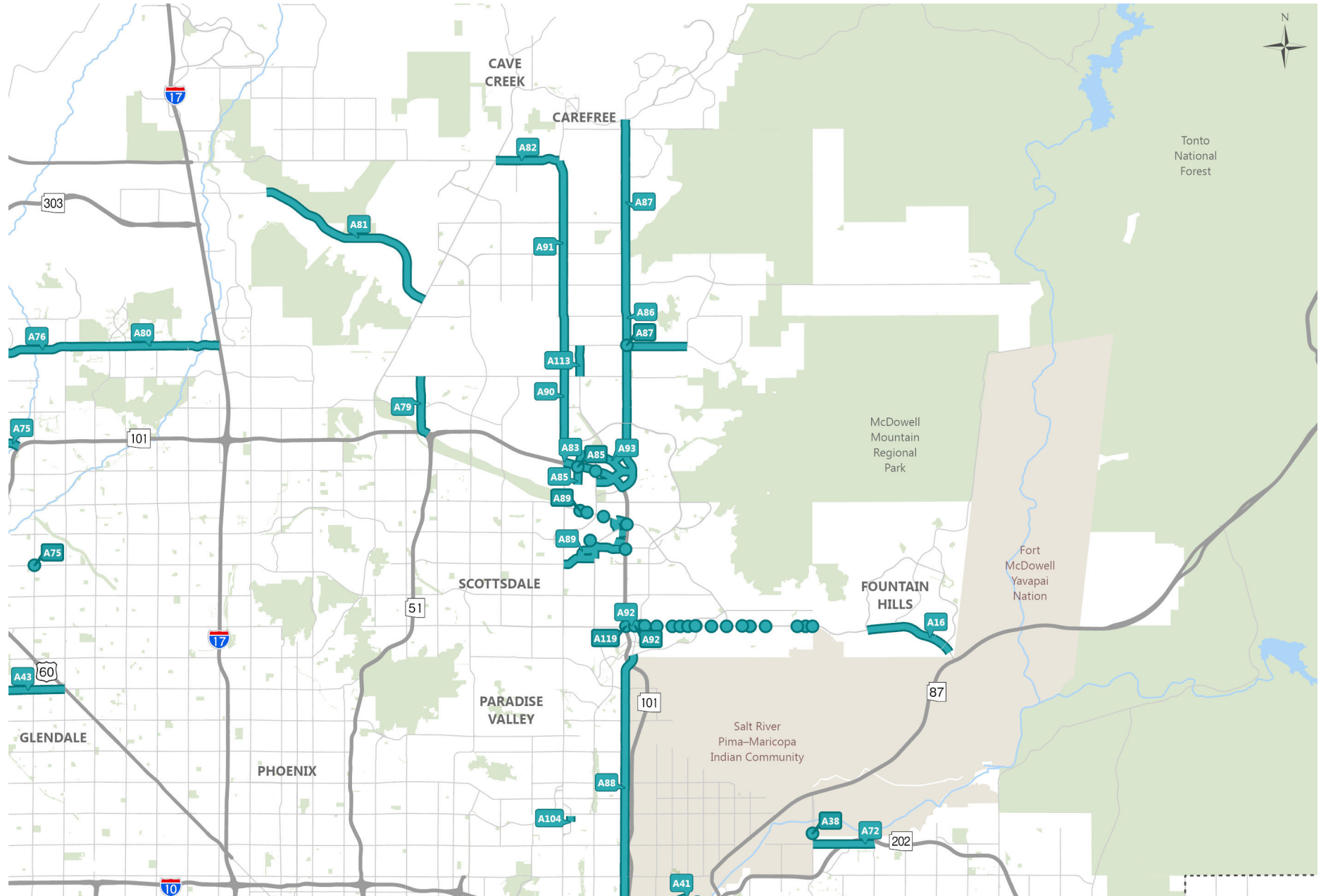
- ▶ 75th Ave at Thunderbird Rd: Intersection Improvements
- ▶ 83rd Ave: Butler Rd to Mountain View Rd
- ▶ Airpark Design Concept Report (design only)
- ▶ Alma School Rd: Pecos Rd to Germann Rd
- ▶ Arizona Ave at Chandler Blvd: Intersection Improvements
- ▶ Arizona Ave at Elliot Rd: Intersection Improvements
- ▶ Arizona Ave at Ray Rd: Intersection Improvements
- ▶ Avenida Rio Salado Phase I: 51st Ave to 43rd Ave/35th Ave to 7th St
- ▶ Baseline Rd: 24th St to Consolidated Canal
- ▶ Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Pkwy
- ▶ Black Mountain Blvd: SR 51 and 101L/Pima Fwy to Pinnacle Peak Rd
- ▶ Chandler Blvd at Alma School Rd: Intersection Improvements
- ▶ Chandler Blvd at Dobson Rd: Intersection Improvements
- ▶ Chandler Heights Rd: Arizona Ave to McQueen Rd
- ▶ Dobson Rd at Guadalupe Rd: Intersection Improvements
- ▶ Drinkwater Blvd Bridge Improvements
- ▶ El Mirage Rd: Deer Valley Dr to SR 303L
- ▶ El Mirage Rd: Bell Rd to Deer Valley Dr
- ▶ El Mirage Rd: Bell Rd to Picerne Dr
- ▶ El Mirage Rd: Cactus Rd to Grand Ave & Thunderbird Rd: 127th Ave to Grand Ave (design only)
- ▶ El Mirage Rd: Cactus Rd to Grand Ave
- ▶ El Mirage Rd: Northern Ave to Peoria Ave
- ▶ El Mirage Rd: Northern Ave to Cactus Rd (design only)
- ▶ El Mirage Rd: Peoria Ave to Cactus Rd
- ▶ Elliot Rd: Signal Butte Rd to Meridian Rd
- ▶ Elliot Rd: Ellsworth Rd to Signal Butte Rd
- ▶ Frank Lloyd Wright Blvd at 76th/78th/82nd St: Intersection Improvements
- ▶ Germann Rd: Val Vista Dr to Higley Rd
- ▶ Gilbert Rd at University Dr: Intersection Improvements

- ▶ Gilbert Rd: Chandler Heights Rd to Hunt Hwy
- ▶ Gilbert Rd: Ocotillo Rd to Chandler Heights Rd
- ▶ Gilbert Rd: Queen Creek Rd to Hunt Hwy (design & right-of-way only)
- ▶ Gilbert Rd: Queen Creek Rd to Ocotillo Rd
- ▶ Gilbert Rd: SR 202L/Germann Rd to Queen Creek Rd
- ▶ Greenfield Rd: Baseline Rd to Southern Ave
- ▶ Guadalupe Rd at Cooper Rd: Intersection Improvements
- ▶ Guadalupe Rd at Gilbert Rd: Intersection Improvements
- ▶ Happy Valley Rd: Lake Pleasant Pkwy to SR 303L
- ▶ Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave
- ▶ Happy Valley: I-17 to 35th Ave
- ▶ Hawes Rd: Santan Fwy to Ray Rd
- ▶ Higley Rd at Baseline Rd: Intersection Improvements
- ▶ Jomax Rd: SR 303L to Vistancia Blvd
- ▶ Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd
- ▶ Lake Pleasant Pkwy: West Wing Pkwy to SR 303L
- ▶ Lindsay Rd: Pecos Rd to Germann Rd
- ▶ Loop 101 at Beardsley Rd/Union Hills Dr
- ▶ Loop 101 Frontage Rd: Hayden Rd to Scottsdale Rd
- ▶ McQueen Rd: Chandler Heights Rd to Riggs Rd
- ▶ McQueen Rd: Ocotillo Rd to Chandler Heights Rd
- ▶ McQueen Rd: Ocotillo Rd to Riggs Rd (design & right-of-way only)
- ▶ Mesa Dr: 8th Ave to Main St
- ▶ Mesa Dr: US 60 to Southern Ave
- ▶ Northern Pkwy: Reems Rd and Litchfield Dr Overpasses
- ▶ Northern Pkwy: Sarival Rd to Dysart Rd
- ▶ Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd
- ▶ Ocotillo Rd: Arizona Ave to McQueen Rd
- ▶ Ocotillo Rd: Cooper Rd to Gilbert Rd
- ▶ Old Price Rd at Queen Creek Rd
- ▶ Southern Ave Area Design Concept Report (design only)
- ▶ Pima Rd: SR101L to Thompson Peak Pkwy
- ▶ Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd
- ▶ Pima Rd: Via De Ventura Dr to Krail St
- ▶ Power Rd at Pecos Rd: Intersection Improvements
- ▶ Power Rd: Baseline Rd to East Maricopa Floodway
- ▶ Power Rd: Santan Fwy to Pecos Rd
- ▶ Price Rd: Santan Fwy to Germann Rd
- ▶ Queen Creek Rd: Arizona Ave to McQueen Rd
- ▶ Queen Creek Rd: Val Vista Dr to Higley Rd
- ▶ Queen Creek Rd: McQueen Rd to Gilbert Rd
- ▶ Ray Rd at Alma School Rd: Intersection Improvements
- ▶ Ray Rd at Dobson Rd: Intersection Improvements Phase I
- ▶ Ray Rd: Ellsworth Rd to Signal Butte Rd

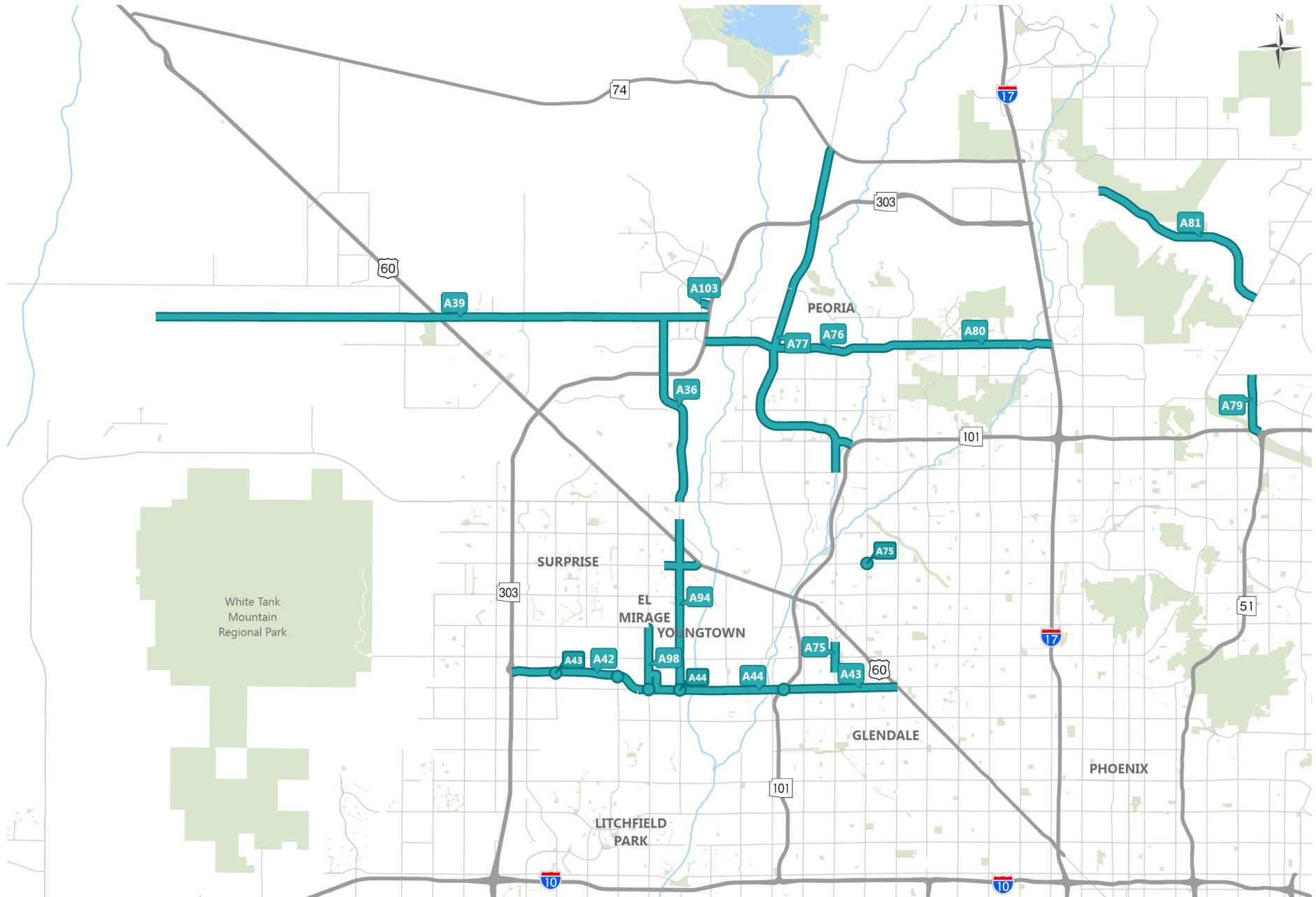
- ▶ Ray Rd: Signal Butte Rd to Meridian Rd
- ▶ Ray Rd: Sossaman Rd to Ellsworth Rd
- ▶ Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd (Phase I)
- ▶ Shea Blvd at 90th/92nd/96th St: Intersection Improvements
- ▶ Shea Blvd at 120th/124th St: Intersection Improvements
- ▶ Shea Blvd at 124th St: Intersection Improvements
- ▶ Shea Blvd at Mayo/134th St: Intersection Improvements
- ▶ Shea Blvd at Via Linda (Phase 1): Intersection Improvements
- ▶ Shea Blvd: Loop 101 to 96th St ITS Improvements
- ▶ Shea Blvd: Palisades Blvd to Fountain Hills Blvd
- ▶ Shea Blvd: Technology Dr to Cereus Wash
- ▶ Sonoran Blvd: 15th Ave to Cave Creek Rd
- ▶ Southern Ave Area Design Concept Report
- ▶ Southern Ave: Greenfield Rd to Higley Rd
- ▶ Southern Ave at Stapley Dr: Intersection Improvements
- ▶ Thunderbird Rd: 127th Ave to Grand Ave
- ▶ University Dr: Sossaman Rd to 88th St
- ▶ Val Vista Dr Baseline Rd to US 60
- ▶ Val Vista Dr: Warner Rd to Pecos Rd
- ▶ Warner Rd at Cooper Rd: Intersection Improvements

ALCP Quadrant Maps

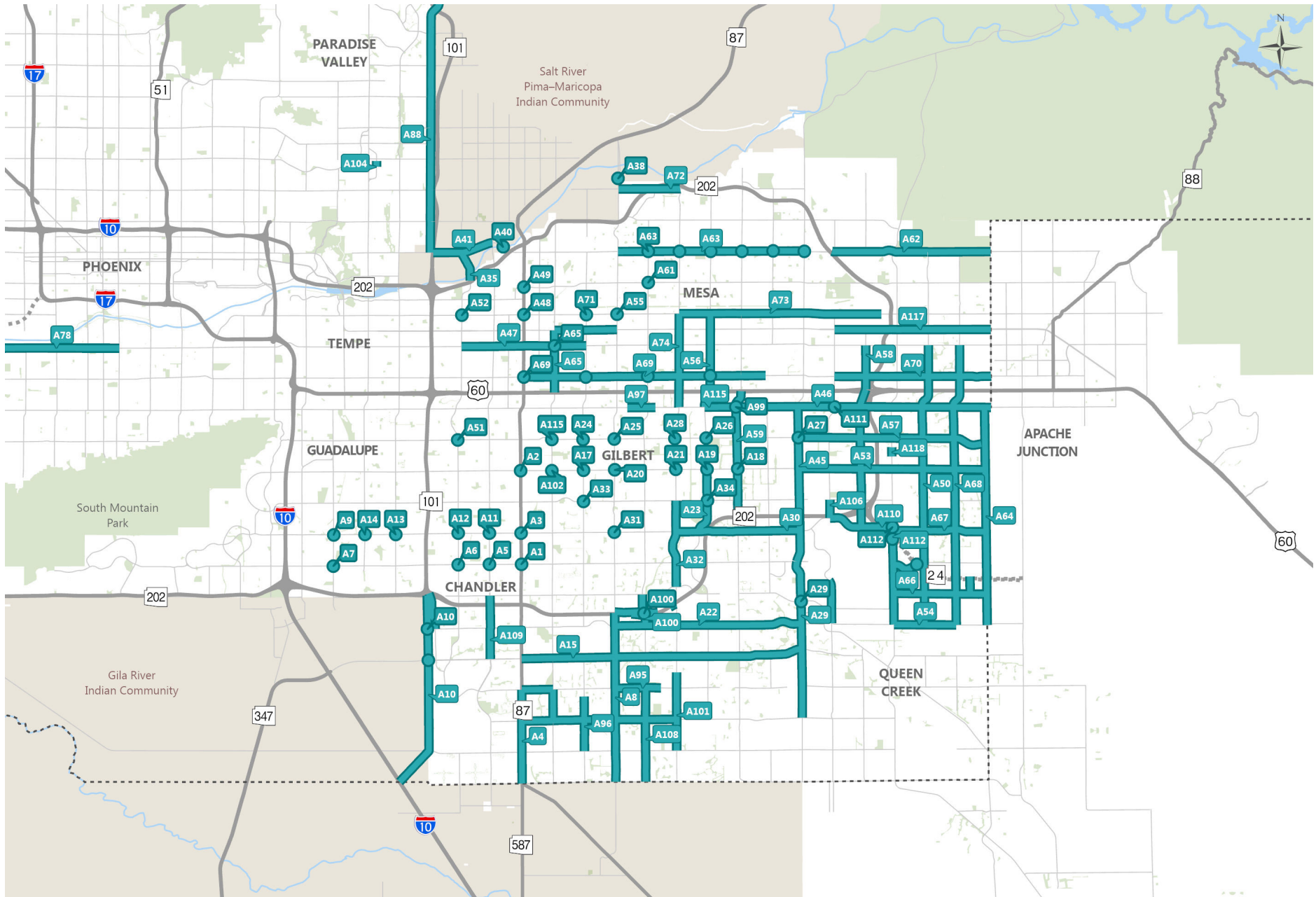
NORTHEAST QUADRANT



NORTHWEST QUADRANT



SOUTHEAST QUADRANT



SOUTHWEST QUADRANT

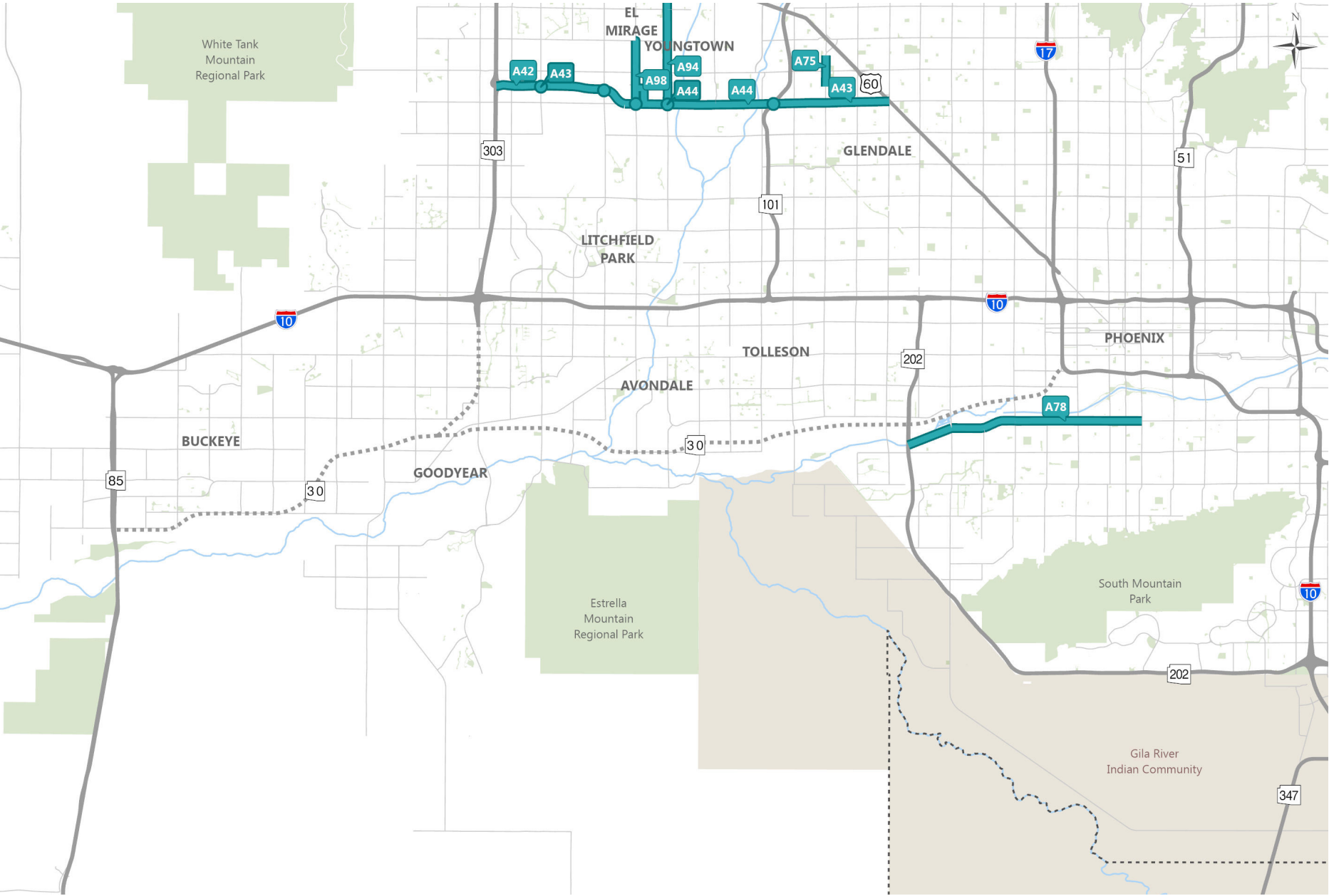


Table B.1 Regional Reimbursements and Total Expenditures (in millions of dollars)

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
CHANDLER												
A1	Arizona Ave/ Chandler Blvd	3.582	0.000	0.000	3.582	7.209	0.000	0.000	7.209	2006	0.25	Project completed.
A2	Arizona Ave/ Elliot Rd	3.211	0.000	0.000	3.211	4.587	0.000	0.000	4.587	2007	0.25	Project completed.
A3	Arizona Ave/ Ray Rd	3.464	0.000	0.000	3.464	4.949	0.000	0.000	4.949	2007	0.25	Project completed.
A4	Arizona Ave: Ocotillo Rd to Hunt Hwy	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2027	3.00	Project deleted in exchange for ACILND1003
A5	Chandler Blvd/ Alma School Rd	2.988	0.000	0.000	2.988	9.373	0.000	0.000	9.373	2018	0.25	Project completed. HSIP Recipient
A6	Chandler Blvd/ Dobson Rd	2.500	0.000	0.000	2.500	10.316	0.000	0.000	10.316	2012	0.25	Project completed.
A7	Chandler Blvd/ Kyrene Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACICOP1003
A8	Gilbert Rd: SR-202L to Hunt Hwy	24.538	0.000	0.000	24.538	46.977	0.000	0.000	46.977	2015	5.50	
	Gilbert Rd: SR-202L/ Germann to Queen Creek Rd	6.752	0.000	0.000	6.752	10.316	0.000	0.000	10.316	2010	1.25	Project completed.
	Gilbert Rd: Queen Creek Rd to Hunt Hwy	3.244	0.000	0.000	3.244	4.849	0.000	0.000	4.849	----	----	Project completed. Design and ROW project only.
	Gilbert Rd: Queen Creek Rd to Ocotillo Rd	7.537	0.000	0.000	7.537	16.198	0.000	0.000	16.198	2015	1.00	Project completed.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Gilbert Rd: Ocotillo Rd to Chandler Heights Rd	6.160	0.000	0.000	6.160	8.908	0.000	0.000	8.908	2015	1.00	Project completed.
	Gilbert Rd: Chandler Heights Rd to Riggs Rd	0.423	0.000	0.000	0.423	3.353	0.000	0.000	3.353	2015	1.00	Project completed. Project combined with ACIGIL1003F
	Gilbert Rd: Riggs Rd to to Hunt Hwy	0.423	0.000	0.000	0.423	3.353	0.000	0.000	3.353	2015	1.00	Project Completed. Project combined with ACIGIL1003E
A9	Kyrene Rd/Ray Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACICOP1003
A10	Price Rd Substitute Projects	36.164	7.699	0.000	43.863	44.719	26.899	0.000	71.618	2022	----	
	Chandler Heights Rd: Arizona Ave to McQueen Rd	7.336	0.000	0.000	7.336	10.494	0.000	0.000	10.494	2020	1.00	Project completed; Project received savings from AIICHN1003.
	Chandler Heights Rd: McQueen Rd to Gilbert Rd	9.583	0.000	0.000	9.583	4.186	13.178	0.000	17.365	2022	3.00	Project limits extended from Gilbert Rd. to Val Vista Rd. Gilbert Rd. to Val Vista Rd. segment to be completed separately.
	McQueen Rd: Ocotillo Rd to Riggs Rd	1.618	0.000	0.000	1.618	2.311	0.000	0.000	2.311	----	----	Project completed. Design and ROW project only. Construction split into ACIPRC1003I and ACIPRC1003J.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Ocotillo Rd: Arizona Ave to McQueen Rd	4.157	0.000	0.000	4.157	7.878	0.000	0.000	7.878	2017	1.00	Project completed. HSIP Recipient
	Ocotillo Rd: Cooper Rd to Gilbert Rd	1.808	0.000	0.000	1.808	2.583	0.000	0.000	2.583	2020	2.50	
	Price Rd at Germann Rd: Intersection Improvements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACIOCT1003
	Old Price Rd at Queen Creek Rd: Intersection Improvements	1.664	0.000	0.000	1.664	2.377	0.000	0.000	2.377	2017	0.80	Project completed. Project limits changed from Price Rd at Germann Rd to Old Price Rd at Germann Rd.
	Price Rd: Santan Fwy to Germann Rd	3.053	0.000	0.000	3.053	4.361	0.000	0.000	4.361	2008	1.25	Project completed.
	McQueen Rd: Ocotillo Rd to Chandler Heights	3.896	0.000	0.000	3.896	6.397	0.000	0.000	6.397	2018	1.00	Project Completed. ACI-PRC1003C construction phase split into ACIPRC1003I and ACIPRC1003J.
	McQueen Rd: Chandler Heights to Riggs Rd	3.049	0.000	0.000	3.049	4.131	0.000	0.000	4.131	2017	1.00	Project Completed. ACI-PRC1003C construction phase split into ACIPRC1003I and ACIPRC1003J.
	Chandler Heights Rd: Gilbert Rd to Val Vista Rd	0.000	7.699	0.000	7.699	0.000	13.720	0.000	13.720	2024	2.00	New segment from ACIPRC1003B.
A11	Ray Rd/Alma School Rd	2.217	0.000	0.000	2.217	14.217	0.000	0.000	14.217	2012	0.25	Project completed. HSIP Recipient

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
A12	Ray Rd/ Dobson Rd	0.202	0.000	6.452	6.654	0.532	0.000	9.216	9.749	2029	0.30	
	Ray Rd at Dobson Rd: Intersection Improvements Phase I	0.202	0.000	0.000	0.202	0.532	0.000	0.000	0.532	2019	0.30	Project split into two phases. Phase I completed.
	Ray Rd at Dobson Rd: Intersection Improvements Phase II	0.000	0.000	6.452	6.452	0.000	0.000	9.216	9.216	2029	0.30	Project split into two phases.
A13	Ray Rd/ McClintock Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACIALM1003.
A14	Ray Rd/Rural Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACICOP1003.
A95	Ocotillo Rd: Gilbert Rd to 148th Street	3.178	0.000	0.000	3.178	3.756	5.558	0.000	9.313	2022	1.50	Substitute project in exchange for ACIPRC1003F.
A96	Cooper Rd: Alamosa Drive to Riggs Rd	12.567	0.411	0.474	13.452	17.199	4.192	0.000	21.391	2022	2.00	Substitute project in exchange for AIICHN3003, AIIKYR1003, and AIIRAY5003
	Cooper Rd: Alamosa Dr to Riggs Rd	1.505	0.411	0.000	1.915	2.149	0.951	0.000	3.100	----	2.00	New project. ROW only.
	Cooper Rd: Alamosa Dr to Riggs Rd	11.063	0.000	0.474	11.537	15.050	3.241	0.000	18.291	2022	2.00	New project. Design and Const only.
A97	Lindsay Rd: Ocotillo Rd to Hunt Hwy	2.474	7.749	0.211	10.434	7.082	17.285	0.000	24.367	2024	3.00	

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
A109	Alma School Rd: Pecos Rd to Queen Creek Rd	4.346	0.000	0.725	5.071	6.209	9.473	0.000	15.682	2025	2.00	Substitute project in exchange for AIIRAY4003.
	Alma School Rd: Pecos Rd to Germann Rd	4.346	0.000	0.725	5.071	6.209	1.358	0.000	7.567	2022	1.00	
	Alma School Rd: Germann Rd to Queen Creek Rd	0.000	0.000	0.000	0.000	0.000	8.115	0.000	8.115	2025	1.00	
CHANDLER/GILBERT												
A15	Queen Creek Rd: Arizona Ave to Higley Rd	28.362	0.000	0.000	28.362	43.339	0.000	0.000	43.339	2020	4.00	
	CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	5.672	0.000	0.000	5.672	8.103	0.000	0.000	8.103	2009	1.00	Project completed
	CHANDLER Queen Creek Rd: McQueen Rd to Gilbert Rd	11.797	0.000	0.000	11.797	19.674	0.000	0.000	19.674	2020	2.00	
	GILBERT Queen Creek Rd: Val Vista Dr to Higley	10.893	0.000	0.000	10.893	15.562	0.000	0.000	15.562	2011	1.00	Project completed. Savings reallocated to AIIGUD3003 and ACIGER2003B
EL MIRAGE/MARICOPA COUNTY												
A94	El Mirage Rd: Northern Ave to Bell Rd (Phase I)	32.684	0.000	0.000	32.684	46.691	0.000	0.000	46.691	2019	4.25	

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	El Mirage Rd Design Concept Report	1.448	0.000	0.000	1.448	2.068	0.000	0.000	2.068	----	----	Project completed.
	El Mirage Rd: Bell Rd to Picerne Dr (MC)	4.253	0.000	0.000	4.253	6.075	0.000	0.000	6.075	2014	0.50	Project completed.
	El Mirage Rd: Northern Ave to Cactus (MC)	0.669	0.000	0.000	0.669	0.956	0.000	0.000	0.956	----	----	Project completed. Design only. Savings reallocated to ACIELM2003D.
	El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand (ELM)	1.112	0.000	0.000	1.112	1.588	0.000	0.000	1.588	----	----	Project completed. Design only.
	El Mirage Rd: Northern Ave to Peoria Ave (MC)	8.954	0.000	0.000	8.954	12.791	0.000	0.000	12.791	2019	2.00	Project completed.
	Thunderbird Rd: 127th Ave to Grand Ave (ELM)	10.060	0.000	0.000	10.060	14.371	0.000	0.000	14.371	2018	0.50	Project completed.
	El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	6.189	0.000	0.000	6.189	8.842	0.000	0.000	8.842	2018	1.00	Project completed.
A37	El Mirage Rd: Northern Ave to Bell Rd (Phase II)	2.395	0.000	0.000	2.395	3.422	0.000	0.000	3.422	2031	3.60	
	El Mirage Rd: Cactus to Grand Ave (ELM)	2.395	0.000	0.000	2.395	3.422	0.000	0.000	3.422	2018	1.50	Project completed.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	El Mirage Rd: Grand Ave to Picerne Drive (MC)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2031	2.00	Project deleted in exchange for ACIDYS1003.
A98	Dysart Rd: Northern Ave to Peoria Ave	0.739	6.780	0.000	7.519	1.077	9.791	0.000	10.868	2023	2.00	Substitute project in exchange for ACIELM3003B.
FOUNTAIN HILLS												
A16	Shea Blvd: Palisades Blvd to Cereus Wash	3.546	2.311	0.339	6.197	5.069	4.445	0.000	9.515	2021	3.00	
	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	0.248	0.000	0.000	0.248	0.358	0.000	0.000	0.358	----	----	Project is for design only. Project completed.
	Shea Blvd: Technology Dr to Cereus Wash	3.084	0.000	0.000	3.084	4.406	0.000	0.000	4.406	2017	0.80	Project completed.
	Shea Blvd: Palisades Blvd to Technology Dr	0.214	2.311	0.339	2.864	0.305	4.445	0.000	4.751	2023	2.20	
GILBERT												
A17	Elliot Rd/Cooper Rd	0.631	7.617	0.000	8.248	0.902	11.114	0.000	12.016	2023	0.50	Project received reallocation of regional funds AIIELT1003.
A18	Elliot Rd/Gilbert Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A19	Elliot Rd/Greenfield Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to AIIELT3003.

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A20	Elliot Rd/Higley Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A21	Elliot Rd/Val Vista Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A22	Germann Rd: Gilbert Rd to Power Rd	21.131	0.000	0.000	21.131	30.187	0.250	0.000	30.437	2022	4.00	
	Germann Rd: Gilbert Rd to Val Vista Dr	16.404	0.000	0.000	16.404	23.435	0.250	0.000	23.685	2017	2.00	
	Germann Rd: Val Vista Dr to Higley Rd	4.726	0.000	0.000	4.726	6.751	0.000	0.000	6.751	2017	2.00	Project completed.
A23	Greenfield Rd: Elliot Rd to Ray Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACIVAL3003.
A24	Guadalupe Rd/Cooper Rd	5.879	0.000	0.000	5.879	8.399	0.000	0.000	8.399	2017	0.50	Project completed.
A25	Guadalupe Rd/Gilbert Rd	6.512	0.000	0.000	6.512	9.302	0.000	0.000	9.302	2015	0.50	Project Completed
A26	Guadalupe Rd/Greenfield Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to AIIMCQ3003.
A27	Guadalupe Rd/Power Rd	0.000	2.516	3.764	6.280	0.000	11.428	0.000	11.428	2026	0.50	
A28	Guadalupe Rd/Val Vista Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to ACIVAL3003.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
A30	Ray Rd: Val Vista Dr to Power Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACILND2003
A31	Ray Rd/Gilbert Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Funding reallocated to ACIWRN2003, ACIBSL2003, AIIMCQ4003.
A32	Val Vista Dr: Warner Rd to Pecos	10.398	0.000	0.000	10.398	16.308	0.000	0.000	16.308	2006	2.90	Project completed.
A33	Warner Rd/Cooper Rd	3.701	0.000	0.000	3.701	6.268	0.000	0.000	6.268	2010	0.50	Project completed
A34	Warner Rd/Greenfield Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for AIIHIG1003.
A99	Higley Rd/Baseline Rd	3.442	0.000	0.000	3.442	4.917	0.000	0.000	4.917	2021	0.50	Substitute project in exchange for AIIWRN2003. Project completed.
A100	Lindsay Rd/SR-202L Transportation Interchange and Corridor Improvements	7.608	0.000	0.000	7.608	10.869	27.532	0.000	38.401	2022	2.25	
	Lindsay Rd/SR-202L Transportation Interchange & Frontage Rd	0.000	0.000	0.000	0.000	0.000	27.532	0.000	27.532	2022	1.25	Project constructed as part of a larger Freeway Life Cycle Program project.
	Lindsay Rd: Pecos Rd to Germann Rd	7.608	0.000	0.000	7.608	10.869	0.000	0.000	10.869	2022	1.00	Project completed.

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	Mustang Dr: Rivulon Blvd to Germann Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACIWRN2003.
A101	Val Vista Dr: Appleby Rd to Riggs Rd	19.796	0.000	4.329	24.126	28.820	0.000	0.000	28.820	2022	2.5	Project received reallocation of regional funds from AIIELT4003, AIIIGUD2003, AIIELT5003 and AIIELT2003. Project completed.
A102	McQueen Rd at Elliot Rd	0.000	6.750	0.000	6.750	0.000	10.384	0.000	10.384	2023	0.5	Substitute project in exchange for AIIIGUD1003.
A114	Warner Rd: Recker Rd to Power Rd	0.781	10.417	0.000	11.197	1.115	14.088	0.000	15.203	2025	1.00	Substitute project in exchange for AIIILND2003C and AIIIRAY3003.
A115	Baseline Rd: Greenfield Rd to Power Rd	0.000	0.000	0.000	0.000	0.000	11.364	0.000	11.364	2026	3.00	Substitute project in exchange for AIIILND2003C and AIIIRAY3003.
A116	McQueen Rd at Guadalupe Rd	0.000	0.000	0.000	0.000	0.000	12.369	0.000	12.369	2024	0.25	Substitute project in exchange for AIIILND2003C and AIIIRAY3003.
GILBERT/MESA/MARICOPA COUNTY												
A29	Power Rd: Santan Fwy to Chandler Heights	20.591	0.000	0.000	20.591	36.765	27.993	0.000	64.758	2025	6.00	
	Power Rd/Pecos (GIL)	5.143	0.000	0.000	5.143	7.347	0.000	0.000	7.347	2008	0.50	Project completed.

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	Power Rd: Santan Fwy to Pecos Rd (MES)	15.448	0.000	0.000	15.448	29.418	0.000	0.000	29.418	2014	1.50	Project completed. Lead Agency changed from Gilbert to Mesa in July 2012.
	Power Rd: Pecos to Chandler Heights (GIL)	0.000	0.000	0.000	0.000	0.000	27.993	0.000	27.993	2025	4.00	
A45	Power Rd: Baseline Rd to Santan Fwy	7.765	8.188	0.000	15.953	22.047	31.614	0.000	53.661	2027	4.50	
	Power Rd: East Maricopa Floodway to Santan Fwy/ Loop 202 (MES)	0.005	8.188	0.000	8.193	0.007	31.614	0.000	31.621	2027	3.50	
	Power Rd: Baseline Rd to East Maricopa Floodway (MC)	7.760	0.000	0.000	7.760	22.040	0.000	0.000	22.040	2009	1.00	Project completed.
MARICOPA COUNTY												
A35	Dobson Rd: Bridge over Salt River	0.000	0.000	0.000	0.000	0.692	1.000	43.110	44.802	2035	1.60	Regional funding for project reallocated to ACIGIL2003.
A36	El Mirage Rd: Bell Rd to Jomax Rd	14.355	0.000	0.000	14.355	9.062	108.584	46.958	164.605	2028	6.20	
	El Mirage Rd: Bell Rd to Deer Valley Dr	8.821	0.000	0.000	8.821	1.156	96.286	23.479	120.921	2010	3.00	Project completed.
	El Mirage Rd: L303 to Jomax	0.000	0.000	0.000	0.000	0.000	0.000	17.889	17.889	2028	2.00	
	El Mirage Rd: Deer Valley Dr to L303	5.535	0.000	0.000	5.535	7.906	12.298	5.590	25.795	2009	1.20	Project completed.

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A38	Gilbert Rd: Bridge over Salt River	6.502	36.135	0.000	42.637	9.288	83.988	0.000	93.276	2025	1.60	
A39	Jomax Rd: SR-303L to Sun Valley Pkwy	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Regional funding for project reallocated to ACIJMX3003.
A40	McKellips Rd: Bridge over Salt River	0.000	0.000	0.000	0.000	0.925	0.000	72.000	72.925	2040	0.80	Regional funding for project reallocated to ACIGIL2003.
A41	McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	1.555	11.331	14.567	27.453	1.801	25.258	0.000	27.059	2023	2.00	Portion of project funding reallocated to ACIGIL2003.
A42	Northern Pkwy: Sarival to Grand (Phase I)	60.713	0.000	0.000	60.713	89.174	0.000	0.000	89.174	2013	12.50	
	Northern Pkwy: Sarival to Dysart	58.112	0.000	0.000	58.112	85.458	0.000	0.000	85.458	2013	12.50	Project completed.
	Northern Pkwy: ROW Protection	2.601	0.000	0.000	2.601	3.716	0.000	0.000	3.716	2013	12.50	Project completed.
A43	Northern Pkwy: Sarival to Grand (Phase II)	91.690	17.556	0.000	109.246	113.049	65.493	0.000	178.542	2026	12.50	
	Northern Pkwy: Sarival to Dysart	2.400	0.000	0.000	2.400	4.877	0.000	0.000	4.877	2014	4.10	Landscape construction project.
	Northern Pkwy: Dysart to 111th	54.718	0.000	0.000	54.718	72.543	0.000	0.000	72.543	2021	2.50	Project received funding from ACINOR1003G. Project scope includes Agua Fria Bridge. Project completed.

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	Northern Pkwy: Reems and Litchfield Overpasses	7.214	0.000	0.000	7.214	14.088	0.000	0.000	14.088	2016	0.20	Project Completed. Combined two segments
	Northern Pkwy: 99th Ave to 87th Ave	6.785	17.556	0.000	24.341	2.430	38.639	0.000	41.069	2026	1.00	Project limits expanded to 87th Ave. Project renamed. Includes the Northern Pkwy at SR-101 Traffic Interchange. Funding shifted from ACINOR1003F.
	Northern Pkwy: Dysart Overpass	0.833	0.000	0.000	0.833	1.042	0.000	0.000	1.042	----	0.40	Design project only. Construction to occur as part of ACINOR1003H.
	Northern Pkwy: 111th Ave to Grand	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	5.50	ROW project only. Funding shifted to ACINOR1003D.
	Northern Pkwy: Interim Construction	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project Deleted. Funding shifted to ACINOR1003B and ACINOR1003E
	Northern Pkwy: Loop 101 to Grand Ave Scoping Assessment	0.943	0.000	0.000	0.943	1.243	0.000	0.000	1.243	----	----	Pre-design only. Received project savings from ACINOR1003E.
	Northern Pkwy: Dysart and El Mirage Overpasses	18.798	0.000	0.000	18.798	16.825	26.854	0.000	43.679	2022	0.8	Construction project only.
A44	Northern Pkwy: Sarival to Grand (Phase III)	12.241	55.379	0.000	67.620	7.357	87.254	0.000	94.611	2026	12.50	

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	Northern Pkwy: El Mirage Alternative Access	5.815	0.000	0.000	5.815	1.205	7.656	0.000	8.861	2023	0.75	
	Northern Pkwy: El Mirage Overpass	0.943	0.000	0.000	0.943	1.412	0.000	0.000	1.412	----	0.40	Design project only. Construction to occur as part of ACINOR1003H.
	Northern Pkwy: Agua Fria to 99th Ave	2.183	55.379	0.000	57.562	0.025	79.598	0.000	79.623	2026	3.00	
	Northern Pkwy: 112th to 107th	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Funding shifted to ACINOR2003C.
	Northern Pkwy: 107th to 99th	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Funding shifted to ACINOR2003C.
	Northern Pkwy: Loop 101 to 91st	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Funding shifted to ACINOR1003D.
	Northern Pkwy: 91st to Grand Intersection Improvements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Funding shifted to ACINOR1003D.
	Northern Pkwy: ROW Protection	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	ROW project only. Funding shifted to ACINOR1003D.
	Northern Pkwy: Ultimate Construction	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Funding shifted to ACINOR2003E.
	Northern Pkwy: Agua Fria to 99th Ave	3.301	0.000	0.000	3.301	4.715	0.000	0.000	4.715	----	2.50	Design project only. Funding shifted from ACINOR2003G.

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A117	Main St: Sossaman Rd to Meridian Rd	14.005	0.000	0.000	14.005	14.852	17.800	0.000	32.652	2024	5.00	Funding shifted from ACIMCK3003.
MESA												
A46	Baseline Rd: Power Rd to Meridian Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	
	Baseline Rd: Power Rd to Ellsworth Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Baseline Rd: Ellsworth Rd to Meridian Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A47	Broadway Rd: Dobson Rd to Country Club	2.167	19.020	0.000	21.188	3.096	31.458	0.000	34.554	2028	5.50	Project limits changed from Broadway Rd: Dobson Rd to Country Club to Broadway Rd: Country Club Dr to Stapley Dr.
	Broadway Rd: Dobson Rd to Country Club	0.081	0.000	0.000	0.081	0.116	0.000	0.000	0.116	----	5.50	Predesign only.
	Broadway Rd: Country Club Dr to Mesa Dr	0.000	5.640	0.000	5.640	0.000	17.021	0.000	17.021	2028	4.50	
	Broadway Rd: Mesa Dr to Stapley Dr	2.086	13.381	0.000	15.467	2.980	14.437	0.000	17.417	2023	1.00	Funding shifted from ACIBDW2003A.
A48	Country Club/ University Dr	0.000	0.000	8.325	8.325	0.000	0.000	25.268	25.268	2030	1.00	

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A49	Country Club/ Brown Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A50	Crismon Rd: Broadway Rd to Germann Rd	0.000	9.488	0.431	9.919	0.000	22.965	0.000	22.965	2029	3.00	
	Crismon Rd: Broadway Rd to Guadalupe Rd	0.000	9.488	0.431	9.919	0.000	22.965	0.000	22.965	2029	3.00	
	Crismon Rd: Guadalupe Rd to Ray Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted. Funding was transferred to ACIBDW2003.
	Crismon Rd: Ray Rd to Germann Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A51	Dobson Rd/ Guadalupe Rd	2.124	0.000	0.000	2.124	3.100	0.000	0.000	3.100	2010	0.50	Project completed.
A52	Dobson Rd/ University Dr	0.000	4.921	0.000	4.921	0.000	8.224	0.000	8.224	2026	0.50	
A53	Elliot Rd: Power Rd to Meridian Rd	10.533	15.918	0.000	26.451	31.608	25.322	0.000	56.930	2027	6.00	
	Elliot Rd: Power Rd to Eastern Maricopa Floodway (EMF)	0.000	5.101	0.000	5.101	0.000	7.287	0.000	7.287	2027	0.40	
	Elliot Rd: Ellsworth Rd to Signal Butte Rd	7.813	0.000	0.000	7.813	11.161	0.000	0.000	11.161	2019	2.00	Project completed.

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	Elliot Rd: Power Rd to Meridian Rd	0.179	0.000	0.000	0.179	0.255	0.000	0.000	0.255	----	----	Project completed. Pre-design/scoping only.
	Elliot Rd: Signal Butte Rd to Meridian Rd	0.630	0.000	0.000	0.630	20.181	0.000	0.000	20.181	2019	1.00	Project completed.
	Elliot Rd: Eastern Maricopa Floodway (EMF) to Ellsworth Rd	1.911	10.817	0.000	12.728	0.010	18.035	0.000	18.045	2025	2.60	
A54	Germann Rd: Ellsworth Rd to Signal Butte Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A55	Gilbert Rd/ University Dr	2.741	0.000	0.000	2.741	11.765	0.000	0.000	11.765	2010	0.50	Project completed.
A56	Greenfield Rd: University Rd to Baseline Rd	5.777	0.000	0.000	5.777	9.692	0.000	0.000	9.692	2010	1.00	
	Greenfield Rd: Baseline Rd to Southern Ave	5.777	0.000	0.000	5.777	9.692	0.000	0.000	9.692	2010	1.00	Project completed.
	Greenfield Rd: Southern Ave to University Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Funding was transferred to ACIGRN2003B.
A57	Guadalupe Rd: Power Rd to Meridian Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	

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	Guadalupe Rd: Power Rd to Hawes Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Guadalupe Rd: Hawes Rd to Crimson Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Guadalupe Rd: Crimson Rd to Meridian Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A58	Hawes Rd: Broadway Rd to Ray Rd	0.416	11.523	0.000	11.939	0.595	16.461	16.685	33.742	2027	6.00	
	Hawes Rd: Broadway Rd to US60	0.000	0.000	0.000	0.000	0.000	4.099	6.598	10.697	2027	2.00	
	Hawes Rd: Baseline Rd to Elliot Rd	0.000	7.108	0.000	7.108	0.000	5.979	6.389	12.368	2027	2.00	
	Hawes Rd: Elliot Rd to Santan Fwy	0.000	4.415	0.000	4.415	0.000	6.383	3.698	10.081	2027	1.25	
	Hawes Rd: Santan Fwy to Ray Rd	0.416	0.000	0.000	0.416	0.595	0.000	0.000	0.595	2011	0.75	Project completed.
A59	Higley Rd Pkwy: US 60 to SR-202L	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	

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	Higley Rd Pkwy: SR-202L to Brown Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Higley Rd Pkwy: Brown Rd to US-60	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A60	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A61	Lindsay Rd/ Brown Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2023	0.50	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
A62	McKellips Rd: East of Sossaman to Meridian	0.000	12.283	0.000	12.283	0.000	28.989	0.000	28.989	2026	5.00	
	McKellips Rd: East of Sossaman to Crismon Rd	0.000	12.283	0.000	12.283	0.000	17.444	0.000	17.444	2026	3.00	
	McKellips Rd: Crismon Rd to Meridian Rd	0.000	0.000	0.000	0.000	0.000	11.545	0.000	11.545	2029	2.00	
A63	McKellips Rd: Gilbert Rd to Power Rd	0.162	0.000	0.000	0.162	0.461	0.000	0.000	0.461	----	----	
	Corridor Study	0.162	0.000	0.000	0.162	0.231	0.000	0.000	0.231	----	----	

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	McKellips Rd/ Lindsay Rd	0.000	0.000	0.000	0.000	0.061	0.000	0.000	0.061	----	----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/ Greenfield Rd	0.000	0.000	0.000	0.000	0.170	0.000	0.000	0.170	----	----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/ Higley Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/ Power Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/ Recker Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/ Val Vista Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A64	Meridian Rd: Baseline Rd to Germann Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	

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	Meridian Rd: Baseline Rd to Ray Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Meridian Rd: Ray Rd to Germann Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A65	Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	29.587	0.639	0.000	30.227	26.619	22.555	0.000	49.174	2022	2.00	
	Mesa Dr: US 60 to Southern Ave	16.547	0.036	0.000	16.584	23.639	0.052	0.000	23.691	2017	1.00	Project completed. Received project savings from ACIRAY2003B.
	Mesa Dr: 8th Ave to Main St	13.040	0.603	0.000	13.643	2.980	22.503	0.000	25.483	2022	1.00	Project limits changed from Mesa Dr at Broadway Rd. Project received savings from ACIRAY2003B.
A66	Pecos Rd: Ellsworth Rd to Meridian Rd	0.000	6.985	0.000	6.985	0.000	44.694	0.000	44.694	2026	3.00	
	Pecos Rd: Ellsworth Rd to Meridian Rd Phase I	0.000	6.985	0.000	6.985	0.000	9.979	0.000	9.979	2025	3.00	Project split into two phases. Phase I is the interim (4 lanes).

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	Pecos Rd: Ellsworth Rd to Meridian Rd Phase II	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2026	3.00	Project Deleted. Funds transferred to a new project: Sossaman Rd: Velocity Way to Germann Rd.
A67	Ray Rd: Sossaman Rd to Meridian Rd	3.127	0.000	0.000	3.127	13.983	0.000	0.000	13.983	2015	5.00	
	Ray Rd: Sossaman Rd to Ellsworth Rd	3.023	0.000	0.000	3.023	4.406	0.000	0.000	4.406	2011	2.00	Project completed.
	Ray Rd: Ellsworth Rd to Signal Butte Rd	0.000	0.000	0.000	0.000	8.061	0.000	0.000	8.061	2015	2.00	Project completed. Project segmented from Ray Rd: Ellsworth Rd to Meridian Rd. Project savings reallocated.
	Ray Rd: Signal Butte Rd to Meridian Rd	0.103	0.000	0.000	0.103	1.515	0.000	0.000	1.515	2014	1.00	Project completed. Project segmented from Ray Rd: Ellsworth Rd to Meridian Rd. Project savings reallocated.
A107	SR-24 Transportation Interchange and Corridor Improvements	5.658	0.811	0.000	6.469	12.941	1.158	0.000	14.099	2023	3.25	
	SR-24 Arterial Improvements	0.658	0.811	0.000	1.469	0.941	1.158	0.000	2.099	2023	3.00	
	SR-24/Ellsworth Rd Interchange	5.000	0.000	0.000	5.000	12.000	0.000	0.000	12.000	2022	0.25	Project constructed as part of a larger Freeway Life Cycle Program project. Project completed.

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A68	Signal Butte Rd: Broadway to Pecos Rd	25.368	11.852	0.000	37.220	28.031	30.829	8.480	67.340	2035	8.00	
	Signal Butte Rd: Broadway Rd to Elliot Rd	0.000	11.693	0.000	11.693	0.000	18.151	0.000	18.151	2026	4.00	
	Signal Butte Rd: Elliot Rd to Ray Rd	9.100	0.000	0.000	9.100	13.000	0.000	0.480	13.480	2016	2.00	Project completed. Project segmented from Signal Butte Rd: Elliot Rd to Pecos Rd. Project savings reallocated.
	Signal Butte Rd: Williams Field Rd to Germann Rd	16.268	0.159	0.000	16.427	15.031	12.678	0.000	27.709	2023	1.00	Project limits were expanded.
	Signal Butte Rd: Ray Rd to Williams Field Rd	0.000	0.000	0.000	0.000	0.000	0.000	8.000	8.000	2035	1.00	Project deleted, funds shifted to Mountain Rd: SR24 to Pecos Road
A69	Southern Ave: Country Club Dr to Recker Rd	18.891	1.351	0.000	20.242	31.437	1.351	0.000	32.788	2022	3.00	
	Southern/ Country Club Dr	0.342	0.000	0.000	0.342	0.488	0.000	0.000	0.488	----	0.50	Regional funding reallocated to ACIELL1003.
	Southern Ave/ Stapley Dr	13.716	1.351	0.000	15.067	24.002	1.351	0.000	25.353	2022	1.00	HSIP Recipient
	Southern Ave: Gilbert Rd to Val Vista Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Received project savings from ACIRAY2003C. Project deleted in exchange for ACIELL3003.

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	Southern Ave: Greenfield Rd to Higley Rd	4.729	0.000	0.000	4.729	6.755	0.000	0.000	6.755	2022	1.50	Project limits were expanded. Project completed.
	Southern Ave Area DCR	0.105	0.000	0.000	0.105	0.191	0.000	0.000	0.191	----	----	Project completed. Pre-design/scoping only.
A70	Southern Ave: Sossaman Rd to Meridian Rd	0.000	0.000	13.310	13.310	0.000	0.000	22.237	22.237	2030	5.00	
	Southern Ave: Sossaman Rd to Crismon Rd	0.000	0.000	8.014	8.014	0.000	0.000	11.449	11.449	2030	3.00	
	Southern Ave: Crismon Rd to Meridian Rd	0.000	0.000	5.296	5.296	0.000	0.000	10.788	10.788	2030	2.00	
A71	Stapley Dr/ University Dr	0.017	14.353	0.000	14.370	0.024	18.295	0.000	18.319	2023	0.50	
A72	Thomas Rd: Gilbert Rd to Val Vista Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A73	University Dr: Val Vista Dr to Hawes Rd	1.797	0.000	0.000	1.797	2.567	0.000	0.000	2.567	2029	6.00	
	University Dr: Val Vista Dr to Higley Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted. Funding was transferred to ACIRAY1003, AIISOS1003, ACIELL3003 and ACISOS2003.

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	University Dr: Higley Rd to Sossaman Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted. Funding was transferred to ACIRAY1003, AIISOS1003, ACIELL3003 and ACISOS2003.
	University Dr: Sossaman Rd to 88th St	1.797	0.000	0.000	1.797	2.567	0.000	0.000	2.567	2018	1.50	Project limits were expanded from University Dr: Higley Rd to Hawes Rd and segmented into two phases. Project completed.
A74	Val Vista Dr: University Dr to Baseline Rd	1.971	7.226	3.901	13.098	2.816	6.411	0.000	9.228	2026	2.50	
	Val Vista Dr: Baseline Rd to US-60	1.145	0.000	0.000	1.145	1.636	0.000	0.000	1.636	2020	1.00	Project limits were expanded from Val Vista Dr: Baseline Rd to Southern Ave and segmented into two phases. Project completed.
	Val Vista Dr: US-60 to Pueblo	0.826	7.226	3.901	11.953	1.180	6.411	0.000	7.592	2024	1.50	Project limits were expanded from Val Vista Dr: Baseline Rd to Southern Ave and segmented into two phases.
	Val Vista Dr: Southern Ave to University Dr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted in exchange for ACIBSL2003.

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A97	Baseline Rd: 24th St to Consolidated Canal	3.362	0.000	0.000	3.362	4.803	0.000	0.000	4.803	2021	1.00	Substitute project in exchange for ACIVAL1003B. Received project savings from ACISGB1003B and ACIRAY2003B. Project completed.
A110	Ray Rd: SR24 to Ellsworth Rd	1.084	5.757	0.000	6.841	1.549	4.817	0.000	6.366	2023	1.00	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
A111	Sossaman Rd at Baseline Rd: Intersection Improvements	0.156	0.894	0.000	1.050	0.222	16.343	0.000	16.566	2023	0.50	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
A112	Ellsworth Rd: Mesa Airport Access	2.192	7.792	0.000	9.985	1.815	7.917	0.000	9.732	2025	3.00	
	Ellsworth Rd and Williams Field Rd Bridge	2.092	4.530	0.000	6.623	1.815	3.114	0.000	4.929	2025	3.00	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
	Ellsworth Rd: Germann to Ray Rd	0.100	2.262	0.000	2.362	0.000	3.375	0.000	3.375	2024	3.00	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
	Williams Field Rd: SR24 to Ellsworth	0.000	1.000	0.000	1.000	0.000	1.429	0.000	1.429	2025	3.00	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.

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A106	Sossaman Rd: Ray to Warner Rd	0.372	5.441	0.000	5.813	0.531	4.029	0.000	4.561	2025	1.00	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
A118	Ellsworth Rd: Posada Ave to Prairie Ave	0.009	4.706	0.000	4.715	0.013	4.772	0.000	4.784	2024	0.25	Substitute project in exchange for ACISOU1003C
	Mesa Main St: Mesa Dr to Gilbert Rd Light Rail Extension	169.687	0.943	0.000	170.631	179.944	1.000	0.000	180.944	2019	2.00	
A120	Sossman Rd: Velocity Way to Germann Rd	0.000	8.396	0.000	8.396	0.000	19.603	0.000	19.603	2026		Substitute project in exchange for ACIPEC1003A
A121	Mountain Rd: SR24 to Pecos Rd	0.000	0.000	0.000	0.000	0.000	7.031	0.000	7.031	2026		Substitute project in exchange for ACISGB1003D
PEORIA												
A75	Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	22.095	0.000	0.000	22.095	32.038	0.000	0.000	32.038	2014	3.95	
	Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	6.125	0.000	0.000	6.125	8.473	0.000	0.000	8.473	2010	0.75	Project completed.

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	Loop 101 (Agua Fria Fwy) at Beardsley Rd/ Union Hills Dr	10.851	0.000	0.000	10.851	13.484	0.000	0.000	13.484	2010	2.00	Project completed
	83rd Ave: Butler Rd to Mountain View	3.226	0.000	0.000	3.226	4.608	0.000	0.000	4.608	2014	1.00	Project completed. Savings transferred to ACILKP1003A.
	75th Ave at Thunderbird Rd: Intersection Improvement	1.893	0.000	0.000	1.893	5.474	0.000	0.000	5.474	2014	0.20	Project completed.
A76	Happy Valley Rd: L303 to 67th Ave	28.207	0.000	5.437	33.644	67.614	0.000	0.000	67.614	2021	6.50	
	Happy Valley Rd: Agua Fria to Loop 303	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	----	----	Design only.
	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	20.634	0.000	0.000	20.634	50.277	0.000	0.000	50.277	2010	5.00	Project completed.
	Happy Valley Rd: Lake Pleasant Pkwy to Loop 303	7.573	0.000	5.437	13.010	16.837	0.000	0.000	16.837	2021	1.50	Project completed.
A77	Lake Pleasant Pkwy: Union Hills to SR74	42.672	0.000	0.000	42.672	60.957	0.000	47.500	108.457	2031	16.16	
	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	15.545	0.000	0.000	15.545	22.207	0.000	0.000	22.207	2016	2.50	Project completed. Project received savings from ACIBRD1003B.

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	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	27.127	0.000	0.000	27.127	38.750	0.000	0.000	38.750	2008	10.00	Project completed.
	Lake Pleasant Pkwy: Loop 303 to SR-74/ Carefree Hwy	0.000	0.000	0.000	0.000	0.000	0.000	47.500	47.500	2031	1.80	
A103	Jomax Rd: SR-303L to Vistancia Blvd	3.657	0.000	0.000	3.657	5.224	0.000	0.000	5.224	2022	0.26	Substitute project in exchange for ACIJMX1003. Project completed.
A122	El Mirage Rd: L303 to Jomax	1.000	11.748	8.187	20.935	1.429	35.077	0.000	36.505	2022	1.60	
PHOENIX												
A78	Avenida Rio Salado: 51st Ave to 7th St	44.193	0.000	0.000	44.193	91.106	0.000	0.000	91.106	2019	7.00	Project has been segmented into two phases.
	Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th St	44.193	0.000	0.000	44.193	72.231	0.000	0.000	72.231	2016	5.00	Project completed.
	Avenida Rio Salado Phase II: 51st Ave to 35th Ave, 7th Ave, and 7th St	0.000	0.000	0.000	0.000	18.875	0.000	0.000	18.875	2019	3.00	Project completed.
A79	Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Pinnacle Peak Rd	22.530	0.000	0.000	22.530	36.146	0.000	0.000	36.146	2016	2.00	Project completed.

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A80	Happy Valley Rd: 67th Ave to I-17	6.829	5.781	6.523	19.134	8.942	25.073	0.000	34.015	2025	5.00	
	Happy Valley: I-17 to 35th Ave	5.343	0.000	0.078	5.421	7.162	0.000	0.000	7.162	2005	1.00	Project completed.
	Happy Valley: 35th Ave to 67th Ave	1.246	5.781	6.445	13.472	1.780	25.073	0.000	26.853	2025	4.00	
	Happy Valley: 43rd Ave to 55th Ave	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-----	-----	Project consolidated into ACIHPV2003B.
	Happy Valley: 55th Ave to 67th Ave	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project consolidated into ACIHPV2003B.
	Happy Valley Rd: I-17 to 35th Ave Scoping and Environmental Study	0.241	0.000	0.000	0.241	0.344	0.000	0.000	0.344	----	----	Pre-design/study only. Received project savings from ACIRIO1003A.
A81	Sonoran Blvd: 15th Ave to Cave Creek	32.572	0.000	0.000	32.572	58.650	0.000	0.000	58.650	2013	8.00	Project completed.
SCOTTSDALE/CAREFREE												
A87	Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek	43.264	79.599	0.307	122.863	63.263	103.234	0.000	166.497	2026	12.25	
	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak (SCT)	17.847	0.000	0.000	17.847	25.540	0.000	0.000	25.540	2012	1.50	Project completed. Savings reallocated to ACISCT1003A

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	Happy Valley Rd: Pima Rd to Alma School Rd	4.465	19.717	0.000	24.182	6.379	26.923	0.000	33.301	2023	2.00	Project limits expanded from Pima Rd at Happy Valley to Happy Valley Rd: Pima Rd to Alma School Rd. Savings received from ACISCT1003A and ACISAT1003A.
	Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	6.872	13.061	0.000	19.933	9.819	24.135	0.000	33.954	2023	1.00	
	Pima Rd: Dynamite Blvd to Las Piedras (SCT)	0.440	18.016	0.000	18.456	1.600	16.886	0.000	18.486	2025	1.30	Project segmented.
	Pima Rd: Las Piedras to Stagecoach Rd (SCT)	0.000	23.554	0.000	23.554	0.000	27.350	0.000	27.350	2026	3.70	Project segmented.
	Pima Rd: Stagecoach Rd to Cave Creek (CFR)	0.000	5.251	0.307	5.558	0.000	7.940	0.000	7.940	2025	0.25	
	Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	13.639	0.000	0.000	13.639	19.926	0.000	0.000	19.926	2008	2.50	Project completed.
SCOTTSDALE												
A82	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	0.319	14.733	0.000	15.052	0.456	18.030	0.000	18.486	2025	2.00	

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A83	SR-101L North Frontage Roads: Pima/ Princess Dr to Scottsdale Rd	3.745	0.000	0.000	3.745	5.350	0.000	0.000	5.350	2009	1.00	
	SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	3.745	0.000	0.000	3.745	5.350	0.000	0.000	5.350	2009	1.00	Project completed.
	SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	This project was deleted in FY 2020. Funding shifted to ACIUNH1003B.
A84	SR-101L South Frontage Rd: Hayden Rd to Pima	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	This project was deleted in FY2009.
A85	Miller Rd/ SR-101L Underpass	7.523	0.898	0.000	8.420	10.746	1.283	0.000	12.029	2026	1.25	
	Corridor Study	0.323	0.000	0.000	0.323	0.462	0.000	0.000	0.462	2022	----	Pre-design/study only. Project completed.
	Miller Rd/ SR-101L Underpass	7.199	0.000	0.000	7.199	10.284	0.000	0.000	10.284	2022	0.25	Project completed.
	Miller Rd/ SR-101L Underpass (Phase II)	0.000	0.898	0.000	0.898	0.000	1.283	0.000	1.283	2024		
	Miller Rd: Princess Blvd to Legacy Blvd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2026	1.00	Project Deleted funds shifted to the existing project on Scottsdale Road from Dixileta Dr to Carefree Highway

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A86	Pima Rd: Happy Valley Rd to Dynamite Blvd	0.331	12.511	0.000	12.842	0.473	17.085	0.000	17.559	2026	2.00	
	Pima Rd: Happy Valley Rd to Jomax Rd	0.331	12.301	0.000	12.632	0.473	17.085	0.000	17.559	2024	1.00	Project segmented into two phases.
	Pima Rd: Jomax Rd to Dynamite Blvd	0.000	0.210	0.000	0.210	0.000	0.000	0.000	0.000	2026	1.00	Project Deleted funds shifted to Pima Road from Dynamite Blvd to Las Piedras, Pima road from Las Piedras to Stagecoach Pass Road and Scottsdale Road from Dixileta Drive to Carefree Highway
A88	Pima Rd: McKellips Rd to Via Linda	8.706	22.012	0.000	30.719	13.613	56.017	0.000	69.630	2024	8.50	
	Pima Rd: Via Linda to McDowell Rd	0.101	22.012	0.000	22.114	0.158	55.933	0.000	56.091	2024	7.20	
	Pima Rd: Via De Ventura to Krail	7.463	0.000	0.000	7.463	10.661	0.084	0.000	10.745	2012	1.30	Project completed.
	Pima Rd: Krail to Chaparral	1.142	0.000	0.000	1.142	2.794	0.000	0.000	2.794	----	----	Consolidated into ACIPMA3003A.
	Pima Rd: Chaparral Rd to Thomas Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Consolidated into ACIPMA3003A.
	Pima Rd: Thomas Rd to McDowell Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Consolidated into ACIPMA3003A.
A89	Scottsdale Airport: Runway Tunnel	29.868	9.280	0.000	39.148	40.106	39.203	0.000	79.309	2026	4.30	

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	Frank Lloyd Wright-Loop 101 Traffic Interchange	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Consolidated into ACIOP1003.
	Raintree -Loop 101 Traffic Interchange	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Consolidated into ACIOP1003.
	Northsight Blvd: Hayden to Frank Lloyd Wright	9.346	0.000	0.000	9.346	13.323	7.761	0.000	21.084	2015	0.35	Project completed. Received project savings from ACISHA2003H. Project savings reallocated to ACIPMA1003B.
	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted and funds were reallocated to ACIUNH1003.
	Redfield Rd: Raintree Dr to Hayden Rd	0.117	0.000	0.000	0.117	0.167	2.048	0.000	2.215	2022	0.50	Renamed in FY15. Funds moved to Raintree Drive: Scottsdale Rd to Hayden Rd in FY 23
	Raintree Dr: Scottsdale Rd to Hayden Rd	17.968	6.143	0.000	24.111	23.134	20.388	0.000	43.522	2023	1.20	Renamed in FY15.
	Raintree Dr: Hayden to Loop 101	1.185	3.137	0.000	4.322	1.693	9.006	0.000	10.699	2024	1.00	
	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	0.398	0.000	0.000	0.398	0.568	0.000	0.000	0.568	2014	0.50	Project completed. Savings transferred to ACISAT1003C.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Southbound Loop 101 Frontage Rd Connections	0.114	0.000	0.000	0.114	0.163	0.000	0.000	0.163	----	----	Project found to be infeasible and funding was reallocated to ACIDRK3003.
	Hayden Rd - Loop 101 Interchange Improvements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2026	0.75	Project deleted, funds shifted to Carefree Highway: Cave Creek Road to Scottsdale Road, Happy Valley Road: Pima Raod to Alma School Road and Scottsdale Road: Dixileta Drive to Carefree Highway.
	Airpark DCR	0.741	0.000	0.000	0.741	1.058	0.000	0.000	1.058	----	----	Project completed. Received project savings from ACISHA2003E
A90	Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	9.070	7.928	0.000	16.998	12.957	34.545	0.000	47.502	2028	4.00	
	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I	9.070	0.000	0.000	9.070	12.957	3.490	0.000	16.448	2015	2.00	Project segmented into two phases. Phase one completed. Received project savings from ACIPMA1003A and ACISHA2003E. Transferred project savings to ACIPMA1003B. Project completed.
	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase II	0.000	7.718	0.000	7.718	0.000	8.754	0.000	8.754	2026	2.00	Project segmented into two phases.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	0.000	0.210	0.000	0.210	0.000	22.300	0.000	22.300	2028	2.00	Funds moved to Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase II and keep 210K for a DCR in 2026
A91	Scottsdale Rd: Jomax Rd to Carefree Hwy	1.468	37.080	0.000	38.549	2.098	44.583	0.000	46.681	2025	5.00	
	Scottsdale Rd: Jomax Rd to Dixileta Dr	1.468	18.950	0.000	20.419	2.098	27.672	0.000	29.770	2023	2.00	
	Scottsdale Rd: Dixileta Dr to Carefree Hwy	0.000	18.130	0.000	18.130	0.000	16.911	0.000	16.911	2025	3.00	Segment combined with ACISCT2003C.
	Scottsdale Rd: Ashler Hills Dr to Carefree Hwy	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project combined with ACISCT2003B.
A92	Shea Blvd: SR-101L to SR-87	6.810	8.032	0.000	14.842	9.673	11.105	0.000	20.778	2022	8.80	
	Shea Blvd at 90th/92nd/96th	4.056	0.000	0.000	4.056	5.794	0.000	0.000	5.794	2007	0.75	Project completed.
	Shea Auxiliary Lane from 90th St to Loop 101	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Funding reallocated to ACISCT2003A.
	Shea Blvd at Via Linda (Phase1)	0.621	0.000	0.000	0.621	0.888	0.000	0.000	0.888	2007	0.20	Project completed.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Shea Blvd Intersection Improvements	1.353	7.695	0.000	9.048	1.933	10.623	0.000	12.556	2022	6.00	Project received funds from ACISHA2003H, ACISHA2003I, ACISHA2003J, ACISHA2003K, ACISHA2003O, ACISHA2003P. Transfer portion to ACIOP1003.
	Shea Blvd at 120/124th St	0.183	0.000	0.000	0.183	0.206	0.000	0.000	0.206	2012	0.40	Project completed.
	Shea Blvd at Mayo/134th St	0.162	0.000	0.000	0.162	0.231	0.000	0.000	0.231	2007	0.20	Project completed.
	Shea Blvd: SR-101L to 96th St, ITS Improvements	0.344	0.000	0.000	0.344	0.491	0.000	0.000	0.491	2010	1.00	Project completed. Project savings transferred to ACISAT1003C.
	Shea Blvd: 96th St to 144th St, ITS Improvements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at Loop 101	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 110th St	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 114th St/ Frank Lloyd Wright/115th St	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Segment combined with Shea at 115th Street/Shea at Frank Lloyd Wright. Project was deleted and funds were reallocated to ACISHA2003D.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Shea Blvd at Frank Lloyd Wright Blvd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Segment combined with Shea at 114th Street/Shea at 115th Street. Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 115th St	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Segment combined with Shea at 114th Street/Shea at Frank Lloyd Wright. Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 124th St	0.091	0.337	0.000	0.428	0.130	0.482	0.000	0.612	2018	0.25	Project limits changed from Shea at 125th Street to Shea at 124th Street
	Shea Blvd at 135th St	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 136th St	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
A93	Legacy Dr: Hayden Rd to Pima Rd	0.303	0.110	0.000	0.413	1.000	0.000	0.000	1.000	2023	1.00	Limits changed from 88th Street to Pima Rd.

Map Code	Facility/Location	Reimb. through FY23 (YOE\$)	Estimated Future Reimb (2023\$) FY24-FY26	Estimated Future Reimb (2023\$) FY27+	Regional Funding Total Reimb. (2023\$, YOE\$)	Total Expend. through FY23 (YOE\$)	Estimated Future Expend (2023\$) FY24-FY26	Estimated Future Expend (2023\$) FY27+	Total Expend. (2023\$, YOE\$)	FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFO
	Legacy Blvd: Hayden Rd to Pima Rd	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	----	----	Project deleted. Funds reallocated to ACISAT1003F, ACIPMA1003B, ACIPMA1003C.
	Hualapai Dr: Hayden Rd to Pima Dr	0.303	0.110	0.000	0.413	1.000	0.000	0.000	1.000	2023	1.00	
	Hualapai Dr: 83rd St to Pima Rd	0.000	1.009	0.000	1.009	0.000	6.100	0.000	6.100	2023	0.50	
A104	Drinkwater Blvd Bridge	4.197	0.000	0.000	4.197	5.995	0.000	0.000	5.995	2020	0.20	Substitute project in exchange for ACISHA2003B and the savings from ACISAT1003I. Project completed.
A113	Hayden/Miller: Pinnacle Peak to Happy Valley	2.922	11.375	19.167	33.463	4.175	9.465	0.000	13.640	2023	1.00	Substitute project in exchange for ACISHA2003B and the savings from ACISAT1003I.
A119	Loop 101 Traffic Interchanges: Frank Lloyd Wright, Raintree, and Shea	5.864	0.000	0.000	5.864	0.000	0.000	0.000	0.000	2023	0.80	Project received funding from ACISAT1003A, ACISAT1003B, and ACISHA2003D.
Total		1093.8	553.2	96.5	1743.5	1598.8	1315.5	291.5	3205.7	----	----	

Table B.2 Region-Wide ITS Reimbursement

Facility/Location	Regional Funding Reimb. Through FY22 (YOE\$)	Regional Funding Estimated Future Reimb (2022\$) FY23-FY26	Regional Funding Estimated Future Reimb (2022\$) FY27-FY35	Total Reimb. (2022\$, YOE\$)	Final FY For Const	Length (Miles)	Other Project Information
Region-Wide							
Intelligent Transportation System Projects	65.956	0.000	0.000	65.956	2019	N/A	

APPENDIX C - TRANSIT LIFE CYCLE PROGRAM

[Map of Completed Prop 400 Transit Projects](#)

[Table C.1 Transit Life Cycle Program - Bus Operations: Bus Rapid Transit/Express](#)

[Table C.2 Transit Life Cycle Program - Bus Operations: Regional Grid](#)

[Bus Operations: Other](#)

[Table C.3 Transit Life Cycle Program - Bus Operations: Others](#)

[Table C.4 Transit Life Cycle Program - Bus Capital: Facilities](#)

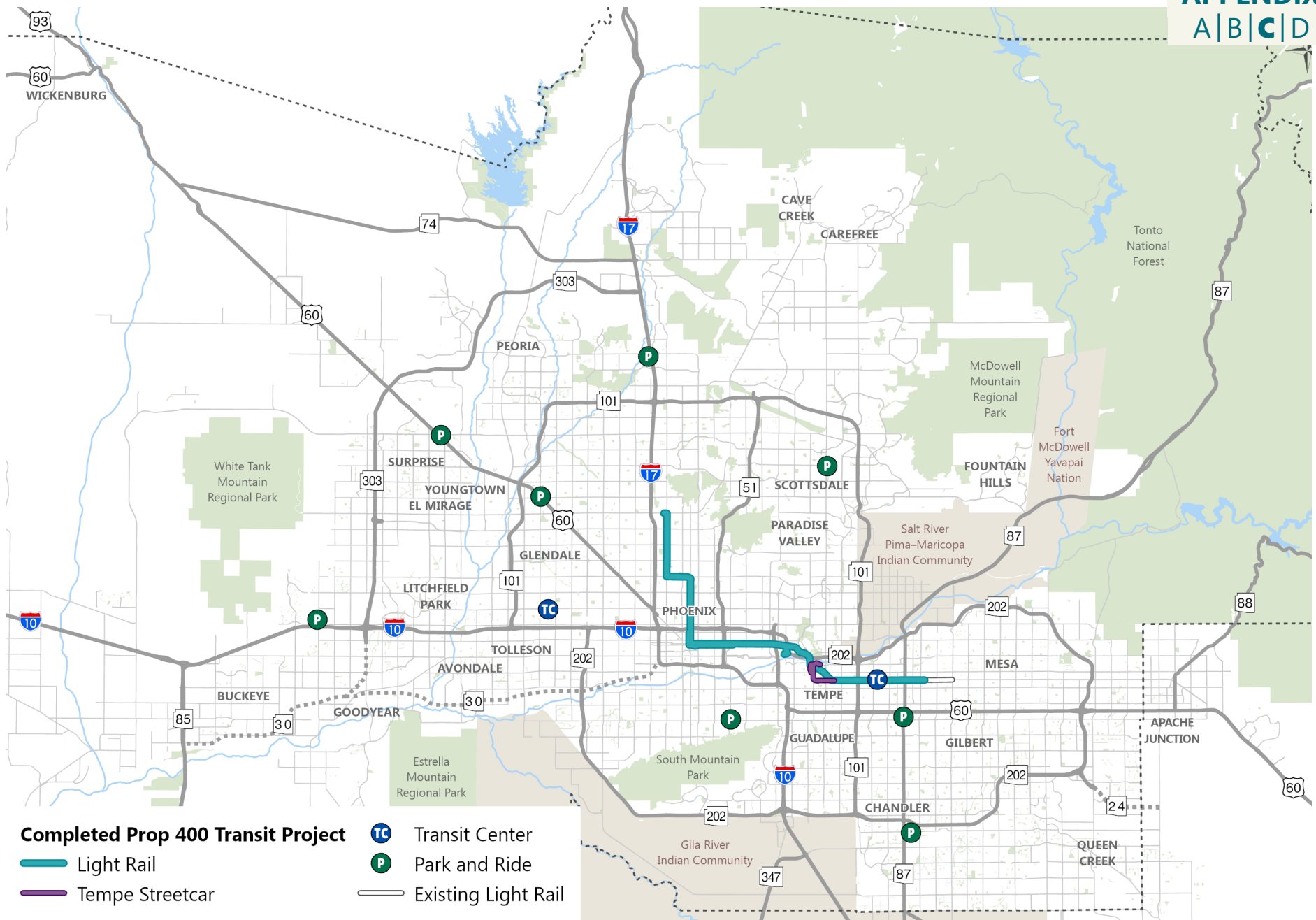
[Table C.5 Transit Life Cycle Program - Bus Capital: Fleet](#)

[Table C.6 Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Support Infrastructure](#)

[Table C.7 Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Route Extensions](#)

[Table C.8 Transit Life Cycle Program - Bus Rapid Transit/Express Route Characteristics and Usage Summary: FY 2006 - FY2023](#)

[Table C.9 Transit Life Cycle Program - Regional Grid Route Characteristics and Usage Summary: FY 2006 - FY2023](#)

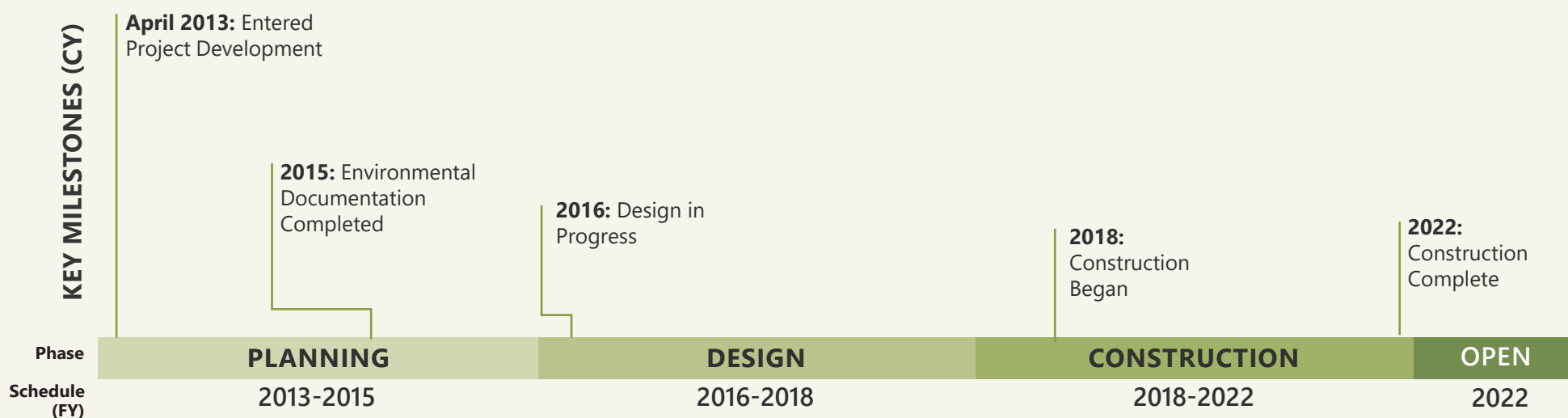
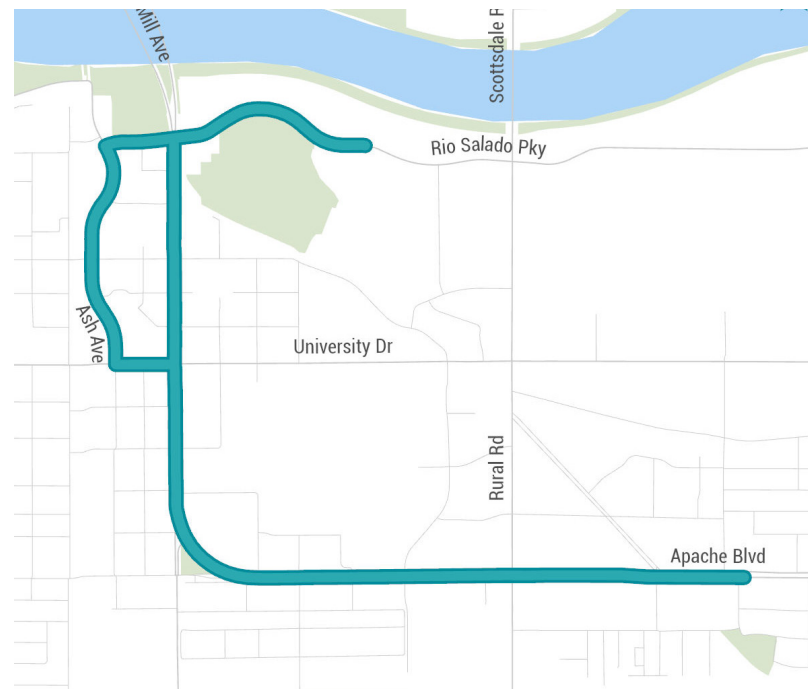


Tempe Streetcar

Completed

Initially approved in FY 2011, the Tempe Streetcar project was revised in 2013 and includes an alignment along Rio Salado Parkway, connecting with the one-mile downtown Tempe loop on Ash and Mill Avenues, then travels south to Apache Boulevard, where the route will continue on Apache Boulevard east to the Dorsey LRT station. In May/June of 2015, MAG approved the revised project to be part of the RTP and TIP. Construction began in early 2018 and was completed in May 2022.

The Tempe Streetcar project was identified as the Tempe South Link Main/Rural to Rural/Southern light rail extension in the 2003 RTP/ original Prop 400 program. Additional regional funding was also allocated to the Tempe Streetcar from the Scottsdale/Rural Road Arterial BRT project

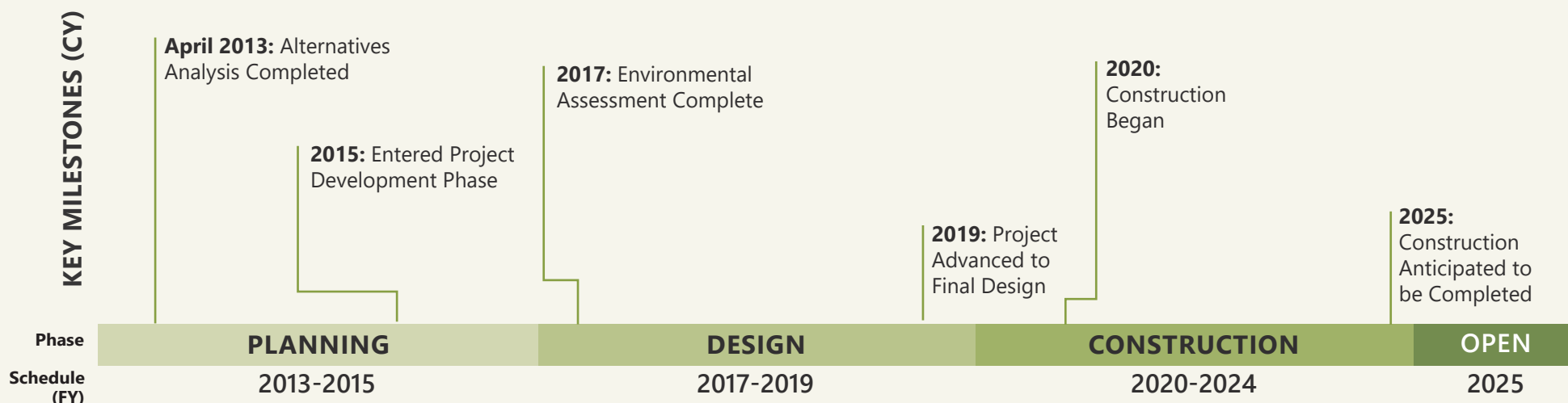


South Central Extension/Downtown Hub

Underway

The South Central Extension/Downtown Hub project is planned to connect to the current 28-mile LRT system and extend south along Central Avenue to Baseline Road. This project was amended into the RTP in 2015. The project has an anticipated completion in late 2024 and is programmed to be funded by federal, City of Phoenix and regional half-cent funds. Regional funding was added to the project in exchange for the I-10 West extension, which is no longer part of the Proposition 400 program.

This project includes a reconfigured downtown hub and new stations along Central Avenue and Washington Street. The four stations in the hub, bounded by Central Avenue, Washington Street, 1st Avenue and Jefferson Street, will allow for connectivity in any direction between light rail lines.

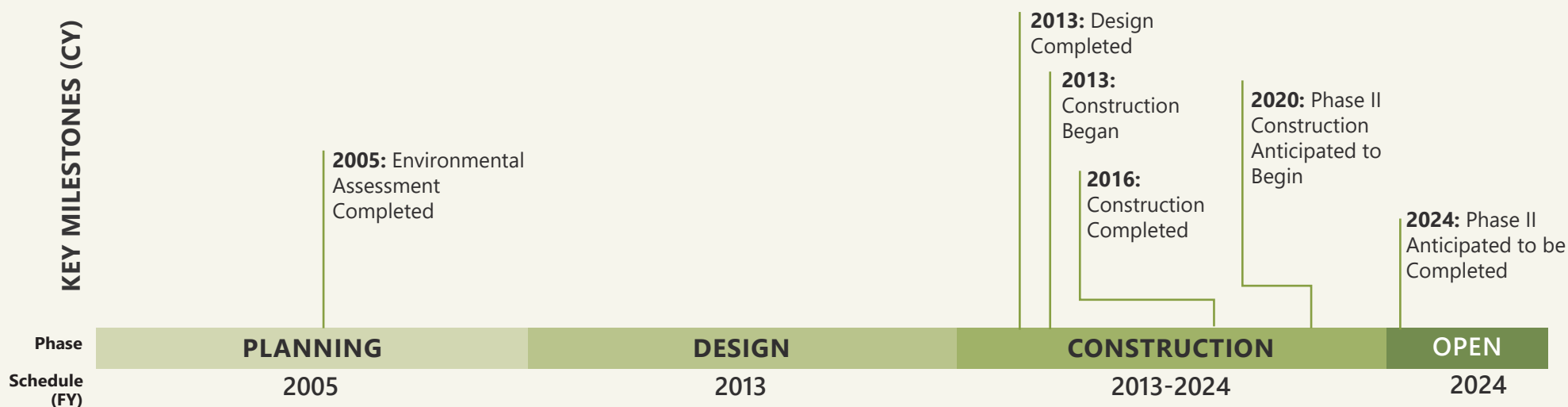
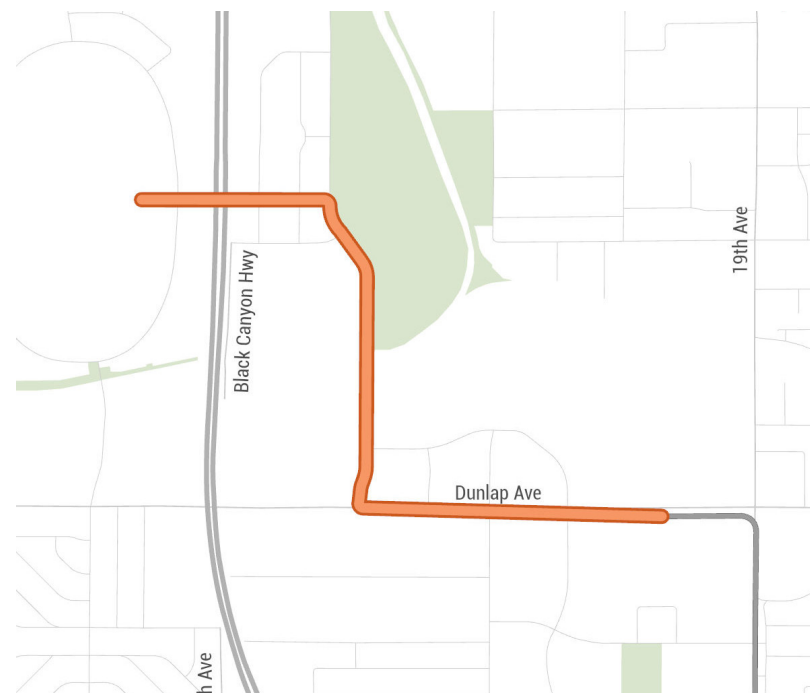


Northwest Extension Phase II

Underway

The Northwest Extension was split into two phases in FY 2007. For Phase I (19th Ave to Dunlap Road), design and right-of-way acquisition were completed in 2008-2009 and 2008-2010, respectively. The Phase I extension opened for revenue operations in March 2016.

The Northwest Phase II Extension was initially approved in 2007 and would terminate along Mountain View Road east of I-17. In 2013, the City of Phoenix requested that Valley Metro evaluate design options that would extend the alignment over I-17 and terminate at the Metrocenter Mall. Valley Metro completed the evaluation and recommended that the alignment to be extended across I-17 and terminate on an elevated station platform. The Phoenix City Council approved the alignment on November 18, 2014. The Northwest Phase II Light Rail Extension is scheduled to be complete in late 2024.



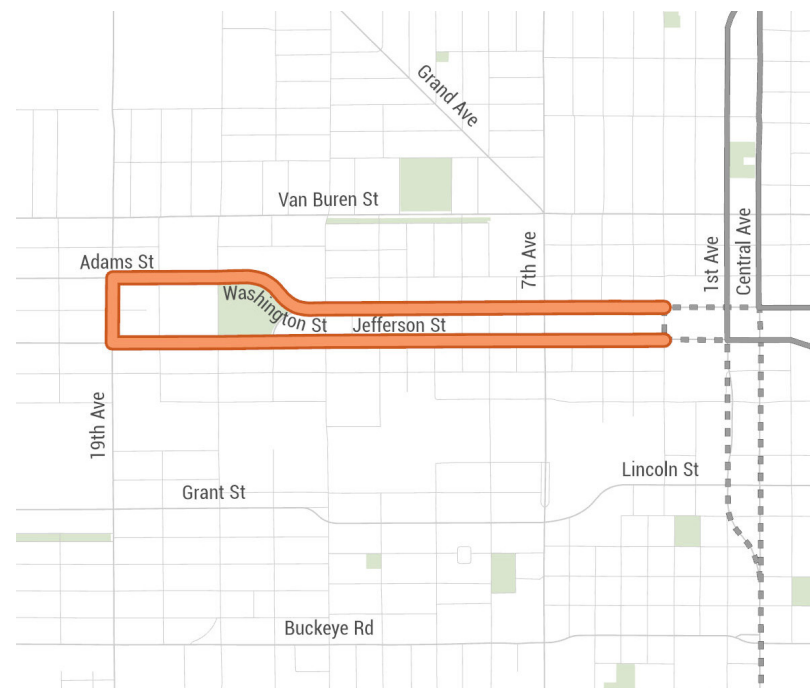
Capitol Extension/I-10 Extension

Underway

The Capitol Extension Locally Preferred Alternative (LPA) was approved by the Phoenix City Council and the Valley Metro Board of Directors in November 2021 and was approved by the MAG Regional Council in January 2023.

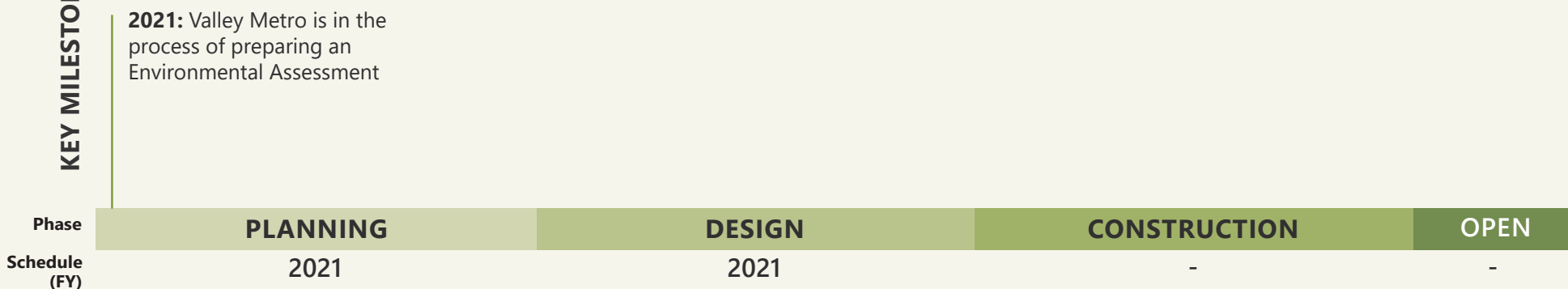
The Capitol Extension represents Phase I of the project and includes a 1.4-mile light rail extension to 19th Avenue/Jefferson Street. Note that additional restrictions on this project were placed as part of SB 1102. The impacts of those restrictions are still being assessed.

Phase II of the project, known as I-10 Extension, is a 9.6-mile light rail extension to 79th Avenue/I-10. Phase II was exchanged with the South Central Extension/Downtown Hub and is no longer funded as part of the Proposition 400 program. It is included as part of the Proposition 400 extension investment plan.



Note that additional restrictions on this project were placed as part of SB 1102. The impacts of those restrictions are still being assessed.

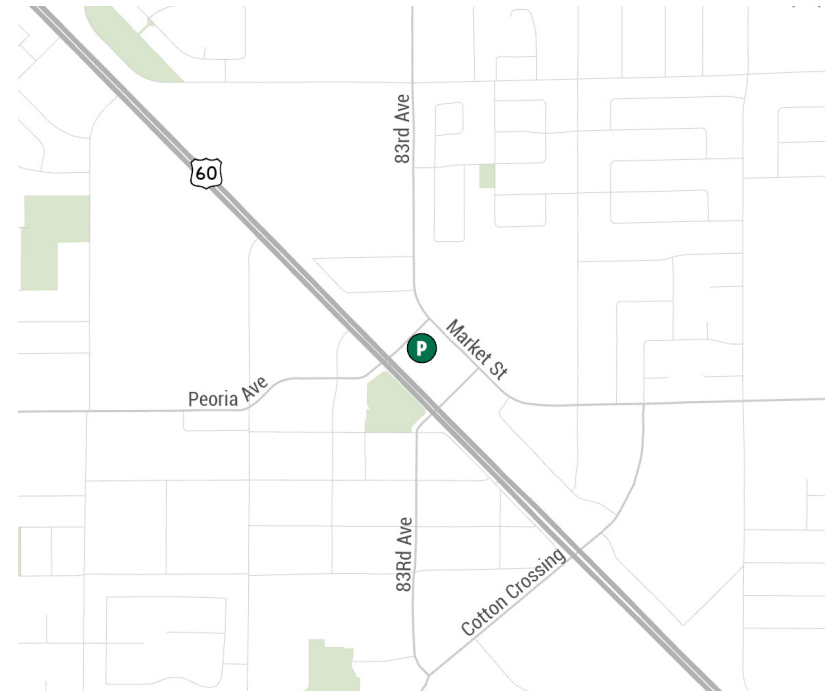
KEY MILESTONES (CY)



Peoria and Grand Avenues Park-and-Ride

Completed

The Peoria Park and Ride at Old Town was constructed by Valley Metro in partnership with city of Peoria. It opened for service on September 23, 2019, and serves Route 83 and Route 106, as well as the Grand Ave Limited. The park-and-ride is the second in the state to feature pervious concrete, a more porous concrete alternative that helps recharge the local groundwater and reduces the heat island effect.



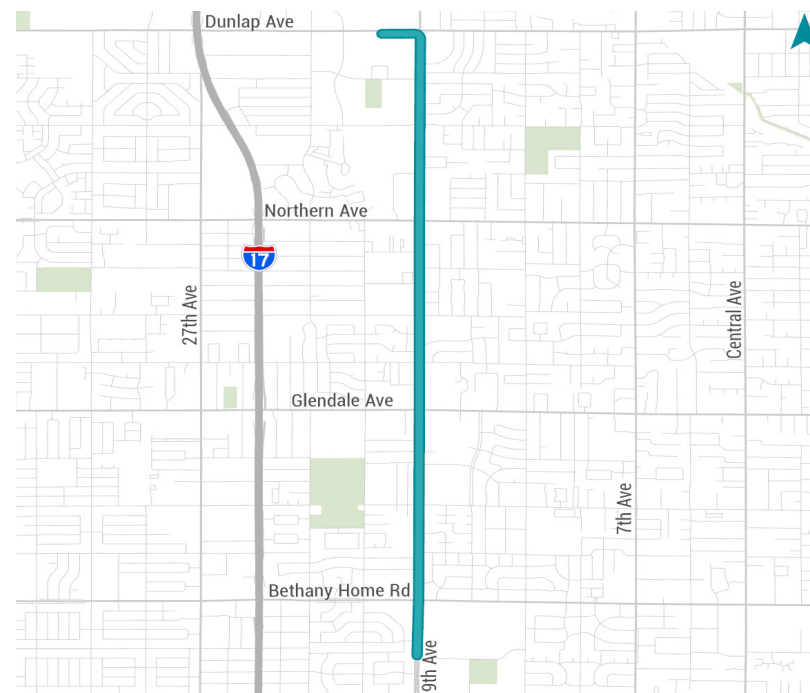
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	2014-2017	2017-2018	2019	2019

Northwest Extension Phase 1

Completed

The Northwest Extension was split into two phases in FY 2007. For Phase I (19th Ave to Dunlap Road), design and right-of-way acquisition were completed in 2008-2009 and 2008-2010, respectively. The Phase I extension opened for revenue operations in March 2016: The MetroCenter Link/Northwest Extension light rail opened its first segment between 19th Avenue/Bethany Home to 19th Avenue/Dunlap in 2016 at a cost of \$326 million, again within range of its initial cost estimate.



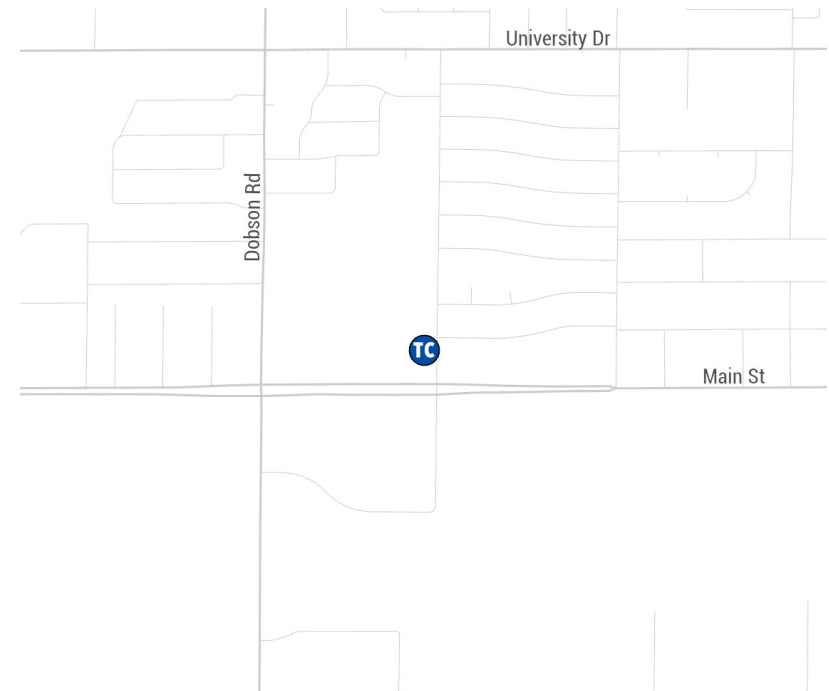
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	2008-2009	2008-2010	2010-2016	2016

Mesa Downtown Transit Center

Completed

The Mesa Downtown Transit Center at Centennial Way/Main Street was constructed Valley Metro in partnership with the City of Mesa and serves Route 40 and Mesa BUZZ circulator with access to light rail station.



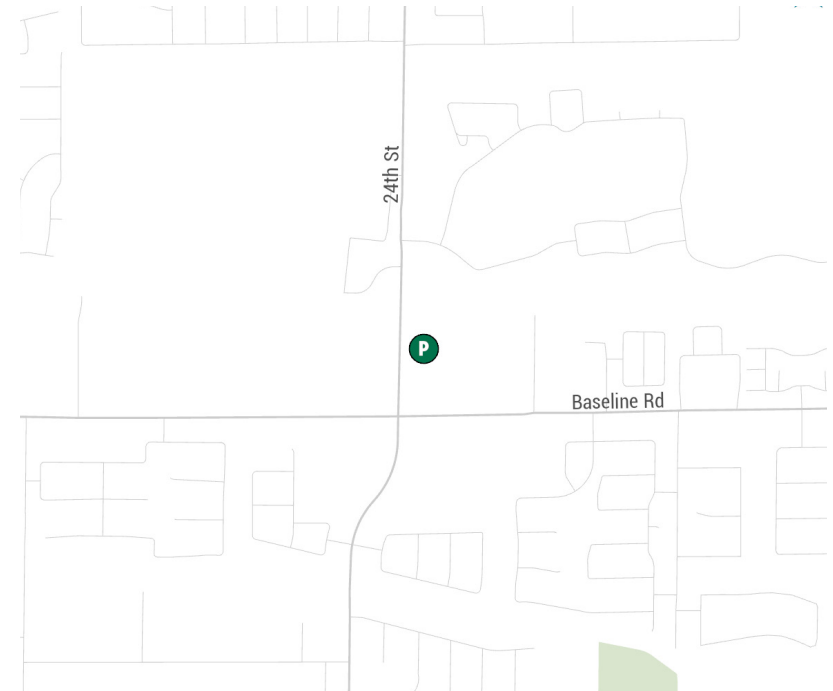
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2016

Baseline/24th Park and Ride

Completed

The 24th Street/Baseline Park and Ride at 24th Steet/Baseline was constructed by the City of Phoenix and serves Route South Mountain East RAPID, 30, 70, and 77. 290 covered parking spaces and 8 bike racks.



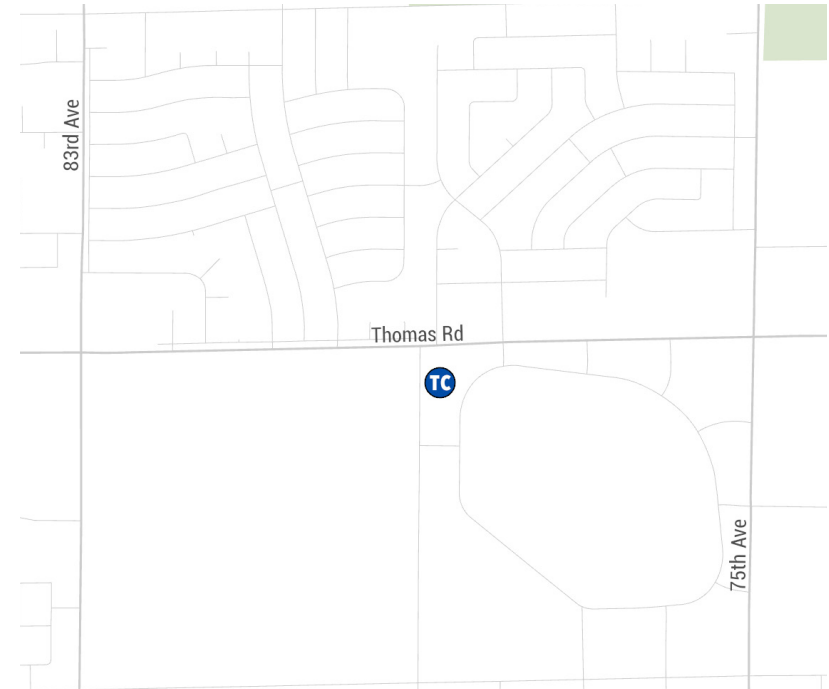
KEY MILESTONES (CY)

Phase	PLANNING		DESIGN		CONSTRUCTION		OPEN
Schedule (FY)	-		-		-		2016

Desert Sky Transit Center

Completed

The Desert Sky Transit Center at 79th Avenue/Thomas Road was constructed by the City of Phoenix and serves Routes 29, 75, 83, 685, I-10 West RAPID, and Phoenix Maryvale circulator.



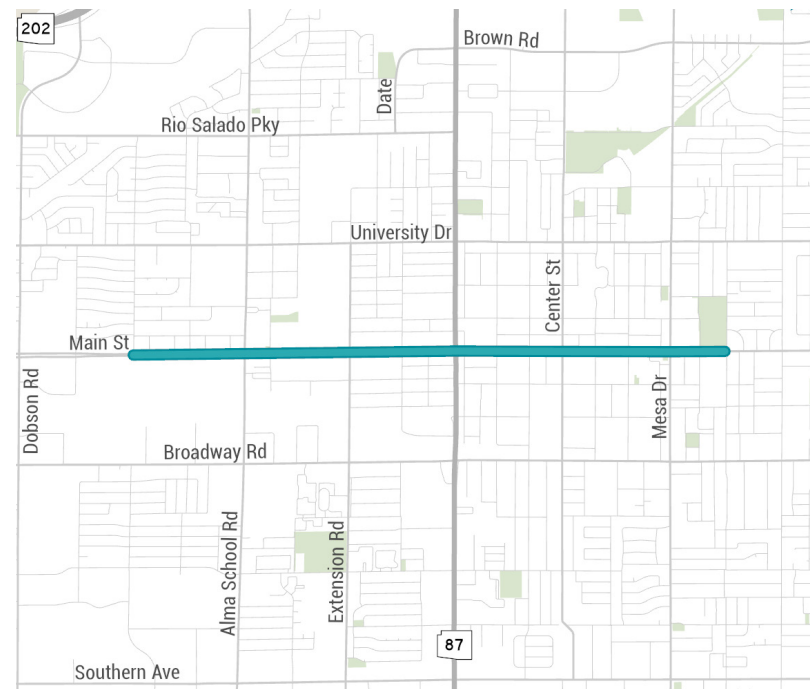
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2016

Central Mesa Extension

Completed

The 3.1-mile Central Mesa project extended light rail east through downtown Mesa to Mesa Dr. in late 2015. It consists of four stations and a park-and-ride on the northeast corner of Main St. and Mesa Dr. The extension added approximately 5,000 new riders and attracted additional development to downtown Mesa. Valley Metro and its contractor, Valley Transit Constructors, began construction of the Central Mesa light rail extension in summer 2012. More than 700 jobs were generated annually during the project's peak construction. Funding of the extension was provided by a \$75 million grant from the Federal Transit Administration, as well as \$71 million in countywide transportation tax funds and \$53 million in federal air quality funds.



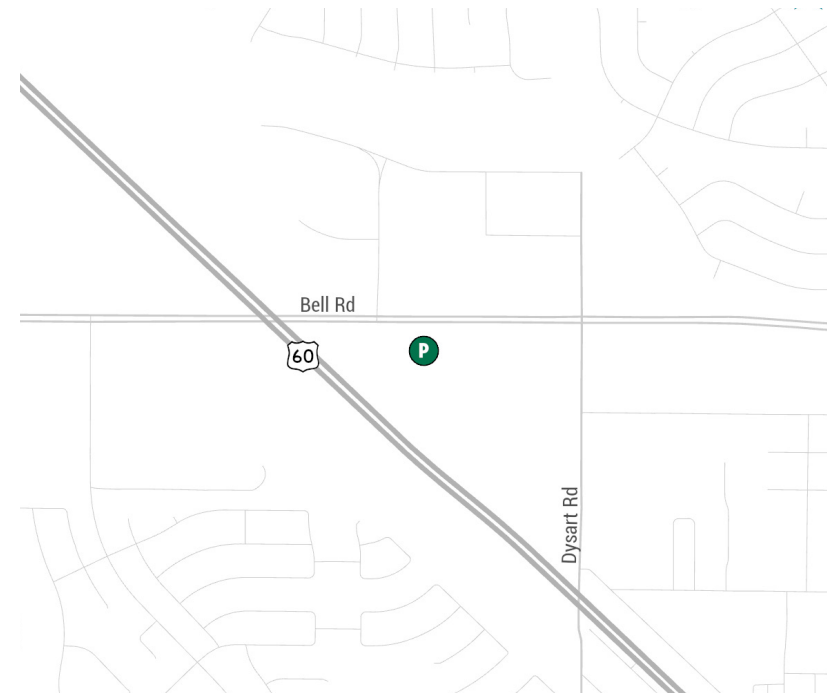
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	2009-2011	2010-2012	2012-2015	2015

Grand and Surprise Avenues Park-and-Ride

Completed

The Surprise Park and Ride at Bell Road/Grand Avenue was constructed by the City of Surprise and serves Express Route 571. 230 parking spaces (216 covered) and 3 bike racks.



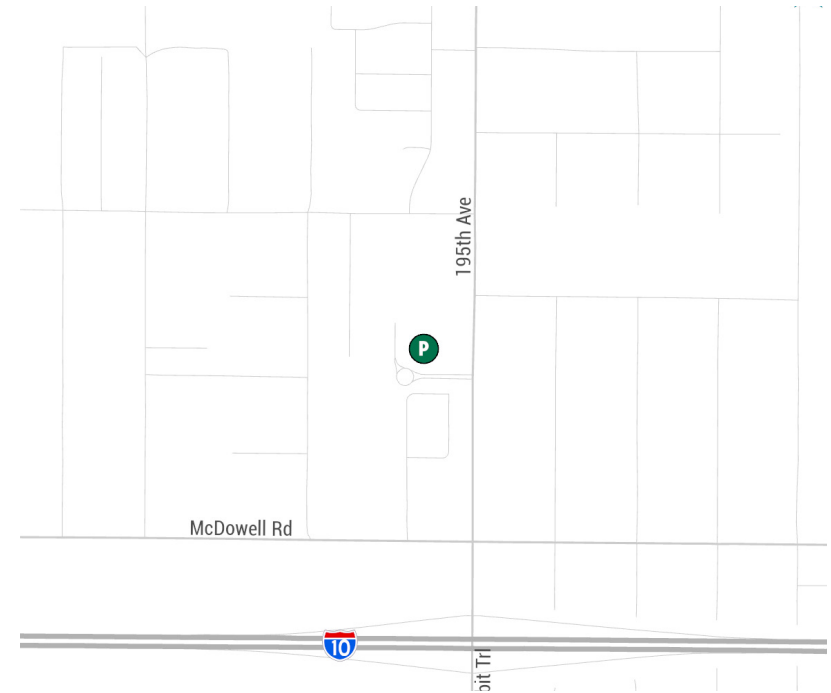
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2011

East Buckeye Road Park-and-Ride

Completed

The East Buckeye Park and Ride at Jackrabbit Trail/Palm Lane was constructed by the City of Buckeye and serves Express Route 563. 250 parking spaces (80 covered) and bike racks.



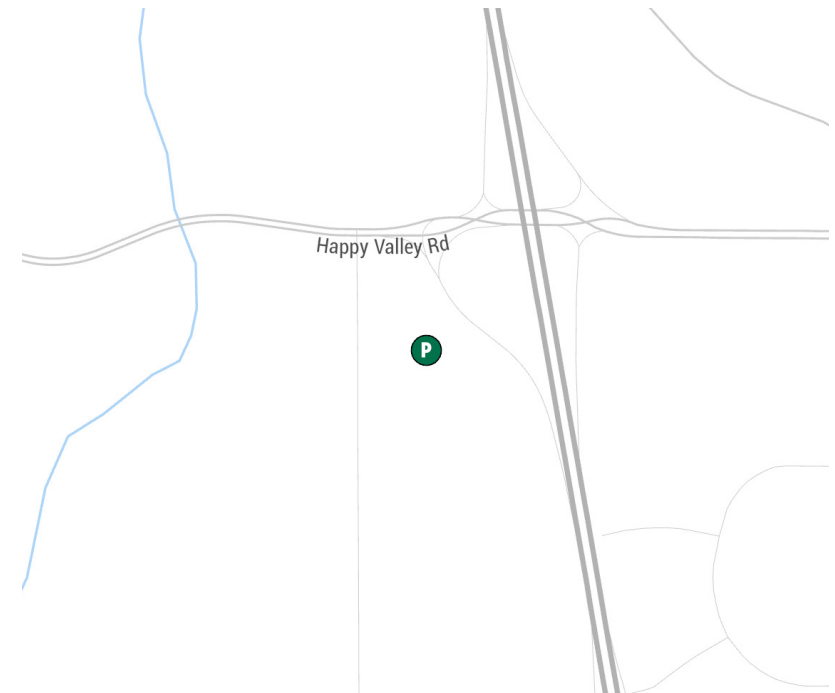
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2011

Happy Valley Road /I-17 Park-and-Ride

Completed

The Happy Valley Road Park and Ride at Happy Valley Road/I-17 was constructed by the City of Phoenix and serves Route I17 RAPID and 35. 512 covered parking spaces, 4 bike lockers and 3 bike racks.



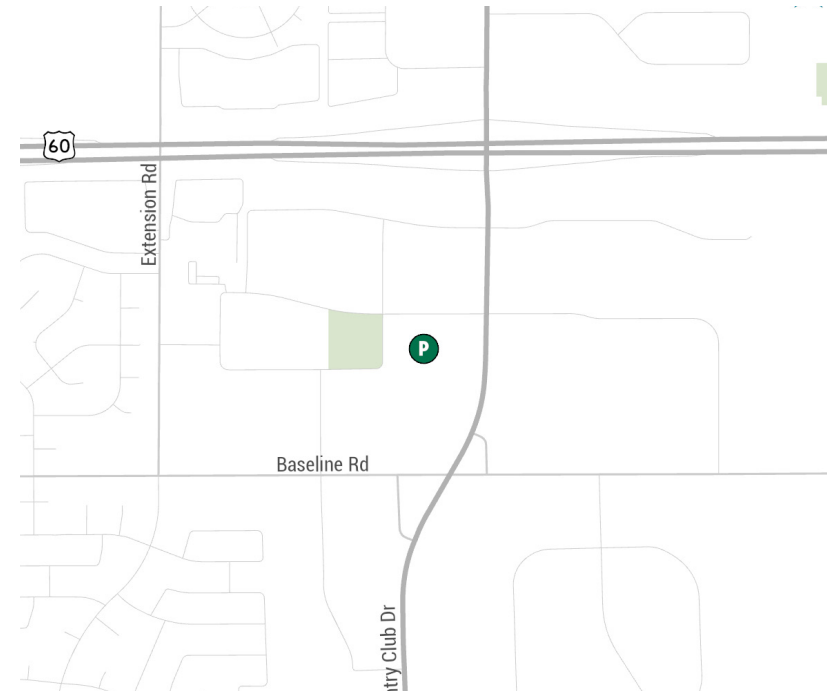
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2011

Mesa/Country Club Park-and-Ride

Completed

The West Mesa Park and Ride at Country Club Drive/Juanita Avenue was constructed by the City of Mesa and serves Express Route 531. 305 parking spaces, 8 bike lockers and 12 bike racks.



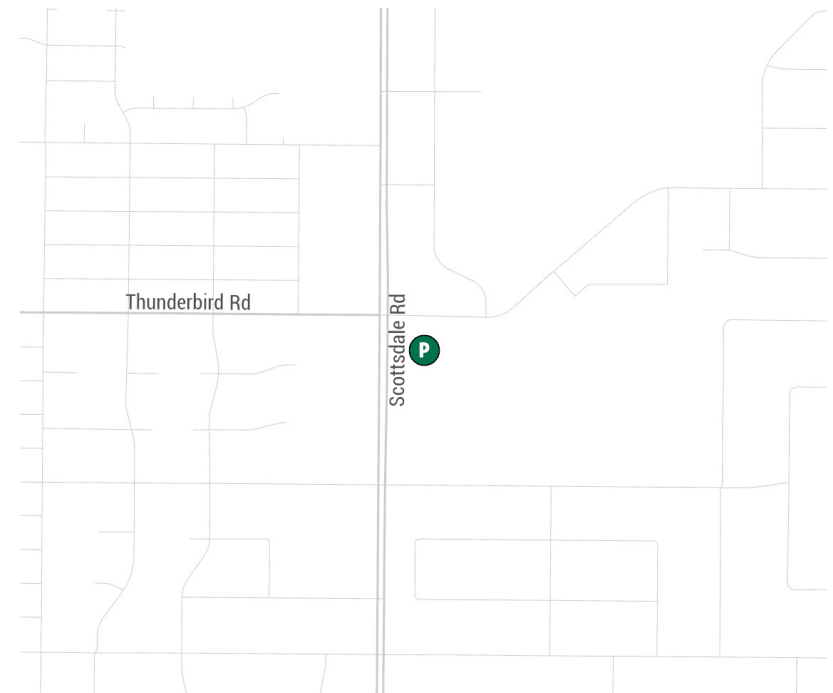
KEY MILESTONES (CY)

Phase	PLANNING		DESIGN		CONSTRUCTION		OPEN
Schedule (FY)	-		-		-		2011

Scottsdale/Loop 101(Thunderbird) Park-and-Ride

Completed

The Scottsdale Park and Ride at Scottsdale Road/Thunderbird Road was constructed by the City of Scottsdale and serves Route 72 and 154. 275 parking spaces (173 covered) and 5 bike racks.



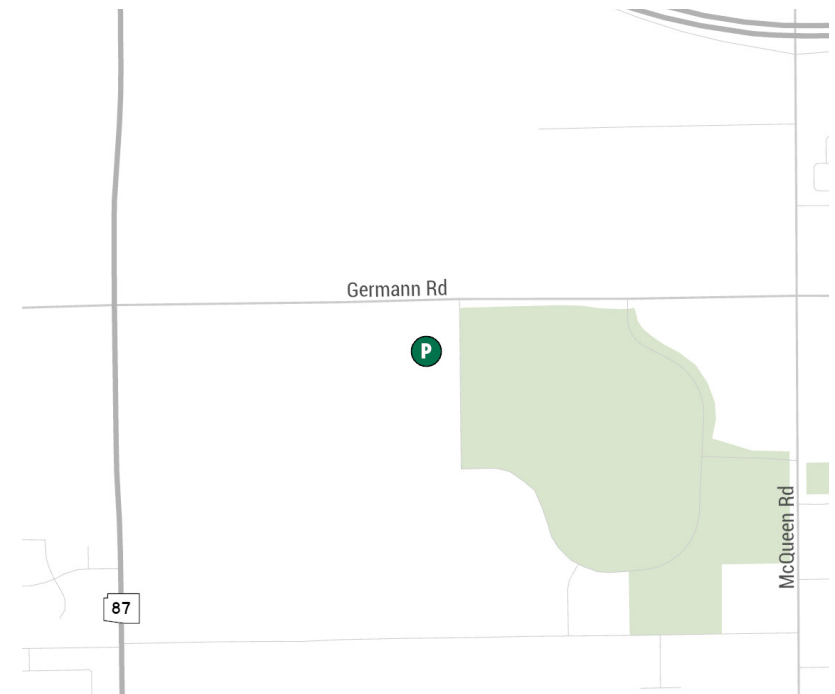
KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2011

Price Road/Loop 202 Park-and-Ride

Completed

The Chandler Park and Ride at Germann Road/Arizona Avenue was constructed by the City of Chandler and serves Express Route 542 and Route 112. 460 parking spaces (156 covered), 4 bike lockers and 7 bike racks.



KEY MILESTONES (CY)

Phase	PLANNING	DESIGN	CONSTRUCTION	OPEN
Schedule (FY)	-	-	-	2009

Table C.1 Transit Life Cycle Program - Bus Operations: Bus Rapid Transit/Express

Map Code	Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024 - 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Funding Start (Fiscal Year)	Other Project Information
T1	Ahwatukee Connector	.00	.00	.00	Deferred	----
T2	Ahwatukee Express	5.07	.00	5.07	2006	I-10 East RAPID (Phoenix assumed funding in FY 2011)
T3	Anthem Express	.00	.00	.00	Deferred	----
T4	Apache Junction Express	.00	.00	.00	2028	----
T5	Arizona Avenue LINK	7.25	.00	7.25	2011	Discontinued in FY 2017 and resumes in FY 2028
T6	Avondale Express	.00	.00	.00	N/A	Route implemented early as a part of existing Route 563. Costs accounted for in route T19.
T7	Black Canyon Freeway Corridor	.00	.00	.00	Deferred	----
T8	Buckeye Express	.00	.00	.00	Deferred	----
T9	Chandler Boulevard LINK	.00	.00	.00	Deferred	Designated as illustrative project in FY 2010.
T10	Deer Valley Express	5.51	.00	5.51	2006	I-17 RAPID (Phoenix assumed funding in FY 2011)
T11	Desert Sky Express	1.98	.00	1.98	2006	I-10 West RAPID (Phoenix assumed funding in FY 2011)
T12	East Loop 101 Connector	1.86	.00	1.86	2009	Route 511 - Chandler/Scottsdale Airpark Express (route eliminated in FY 2015)
T13	Grand Avenue Limited	3.09	.37	3.47	2006	----

Map Code	Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024 - 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Funding Start (Fiscal Year)	Other Project Information
T14	Loop 303 Express	.00	.00	.00	Deferred	----
T15	Main Street LINK	13.72	.00	13.72	2009	Discontinued in FY 2017 and resumes in FY 2028
T16	North Glendale Express	9.65	1.13	10.78	2008	Route 573 - Northwest Valley
T17	North I-17 Express	.00	.00	.00	Deferred	----
T18	North Loop 101 Connector	2.71	.00	2.71	2008	Route 572 - Surprise/Scottsdale Express (route eliminated in FY 2011)
T19	Papago Fwy Connector	3.82	.90	4.72	2009	Routes 562 - Goodyear Express and Route 563 - Buckeye Express
T20	Peoria Express	3.28	1.04	4.31	Deferred	----
T21	Pima Express	.00	.00	.00	Deferred	----
T22	Red Mountain Express	7.15	1.38	8.53	2009	Routes 535 & 536 - Northeast Mesa Express (route 536 eliminated in FY 2011)
T23	Red Mountain Fwy Connector	.00	.00	.00	Deferred	----
T24	Santan Express	.00	.00	.00	Deferred	----
T25	Scottsdale/Rural LINK	.00	.00	.00	Deferred	Limited implementation (Rural/Apache LRT station to Scottsdale/Thunderbird park and ride)
T26	South Central Avenue	.00	.00	.00	N/A	----
T27	South Central Avenue LINK	.00	.00	.00	Deferred	----

Map Code	Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024 - 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Funding Start (Fiscal Year)	Other Project Information
T28	SR 51 Express	4.12	.00	4.12	2006	SR 51 RAPID (Phoenix assumed funding in FY 2011)
T29	Superstition Fwy Connector	.00	.00	.00	Deferred	----
T30	Superstition Springs Express	.00	.00	.00	Deferred	----
T31	West Loop 101 Connector	5.75	.70	6.46	2009	Routes 575 & 576 - Northwest Valley Express (Route 576 eliminated in FY 2011)
TOTAL		74.97	5.52	80.50		

Table C.2 Transit Life Cycle Program - Bus Operations: Regional Grid

Map Code	Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024 - 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Funding Start (Fiscal Year)	Sched. Imprv. (Fiscal Year)	Other Project Information
T40	59th Avenue	19.39	6.22	25.61	2006		Route 59 - 59th Avenue
T41	83rd Avenue/75th Avenue	1.66	3.72	5.38	2023		Route 83 - Assume local funding at existing service level in Peoria
T42	99th Avenue	.00	.00	.00	N/A		
T43	Alma School Rd.	16.04	5.69	21.73	2006	2019	Route 104 - Alma School Road
T44	Arizona Avenue/ Country Club	34.49	9.39	43.88	2006	2012	Route 112 - Country Club Drive/Arizona Avenue
T45	Baseline Rd	13.31	3.13	16.44	2012	2020	Route 77 - Baseline Road
	Dobson Rd	33.14	5.53	38.67	2009		Route 96 - Dobson Road
	Southern Ave	59.12	11.08	70.20	2006	2009	Route 61 - Southern Avenue
T46	Bell Road	2.53	3.33	5.86	2019		Route 170 - Bell Road
T47	Broadway	15.32	7.76	23.08	2011		Route 45 - Broadway Road
T48	Buckeye Road	.00	.00	.00	N/A		
T49	Camelback Road	3.93	17.09	21.02	2006		Route 50 - Camelback Road
T50	Chandler Blvd.	54.67	10.04	64.71	2008	2021	Route 156 - Chandler Boulevard
T51	Dunlap/Olive Avenue	.00	.00	.00	N/A		
T52	Dysart Road	.00	.00	.00	N/A		

Map Code	Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024 - 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Funding Start (Fiscal Year)	Sched. Imprv. (Fiscal Year)	Other Project Information
T53	Elliot Road	23.29	5.58	28.87	2011	2014	Route 108 - Elliot Road
T54	Gilbert Road	28.64	7.56	36.20	2010		Route 136 - Gilbert Road
T55	Glendale Avenue	37.38	18.03	55.41	2006	2008	Route 70 - Glendale Avenue
T56	Greenfield Road	.00	.00	.00	N/A		
T57	Hayden/McClintock	47.61	11.12	58.73	2006	2021	Route 81 - Hayden Road/McClintock Drive
T58	Indian School Road	4.44	18.11	22.55	2019		Route 41 - Assume local funding at existing service level in Scottsdale
T59	Litchfield Road	.00	.00	.00	N/A		Designated as illustrative project in FY 2010.
T60	Main Street	43.78	9.23	53.01	2009		Route 40 - Apache/Main Street
T61	McDowell/McKellips	18.60	5.28	23.88	2013		Route 17 - McDowell Road
T62	Peoria Ave./Shea	25.25	3.85	29.10	2009		Route 106 - Peoria Road/Shea Boulevard
T63	Power Road	27.07	5.70	32.77	2011		Route 184 - Power Road
T64	Queen Creek Road	.00	.00	.00	N/A		
T65	Ray Road	1.04	.57	1.61	2018		Route 104 - Local funding in Gilbert only

Map Code	Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024 - 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Funding Start (Fiscal Year)	Sched. Imprv. (Fiscal Year)	Other Project Information
T66	Scottsdale/ Rural	120.11	18.09	138.20	2006	2021	Route 72 - Scottsdale/Rural Road
T67	Tatum/44th Street	.00	.00	.00	N/A		
T68	Thomas Road	10.58	2.86	13.44	2014	2021	Route 29 - Thomas Road
T69	University Drive	10.85	8.38	19.23	2020		Route 30 - University Drive
T70	Van Buren	11.48	3.49	14.97	2013		Route 3 - Van Buren Street
T71	Waddell/ Thunderbird	9.91	3.07	12.98	2015		Route 138 - Thunderbird Road
TOTAL		673.65	203.90	877.55			

BUS OPERATIONS: OTHER

The TLCP funds a number of programs that fall into the “other” category. The following sections provide a description of these services and programs.



ADA Paratransit Services –

Paratransit service provides curbside pick-ups and drop-offs by demand-response services. As required by the Americans with Disabilities Act (ADA) this service is provided for all ADA-certified patrons for all areas within three-quarter miles of fixed bus route service. These services account for a total of \$449.53 million (2023 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).



Rural/Flexible Routes – This service type addresses the need to provide connections to urban areas from rural communities of the county. These services account for a total of \$8.13 million (2023 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3). Funding was identified for two rural transit routes. A route operating between Gila Bend and West Phoenix was initiated in FY 2006. The second route was initiated in FY 2007 with service between Wickenburg

and Glendale. Due to low productivity, the Wickenburg route was eliminated in FY 2012.



Commuter Vanpools –

The Commuter Vanpool Program is a customized express service for commuters managed by Valley Metro through its complementary rideshare program. Commuter vanpools allow groups of commuters throughout the region to self-organize and utilize a vehicle from Valley Metro to operate a carpool service. Vanpooling is one of the Transportation Demand Management (TDM) strategies many employers have implemented as a Trip Reduction Program measure. This service is available to all employers and commuter groups in Maricopa County. Operating costs are fully recovered through fare revenues and are not publicly subsidized through program revenues.



Safety and Security – Funds are set aside to improve the safety and security of passengers and transit assets such as rolling stock and facilities. Specific expenditures are programmed each year based on need. Items may include closed circuit television at facilities, cameras on buses, and other needed infrastructure improvements in support of

safety and security. These services account for a total of \$5.41 million (2023 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).



Valley Metro Planning, Administration and Passenger Support Services –

Valley Metro receives an allocation from the Regional Area Road Fund (RARF) for planning and administration. This pays for the overhead, administration costs, and any regional or general planning costs that are not attributable to specific RTP projects. These services account for a total of \$98.39 million (2023 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3). In addition, passenger support services account for a total of \$161.14 million (2023 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).



Existing Local and Express

Service – Supplementary funding is allocated to local and express services, which existed prior to Proposition 400, which complement the planned BRT and regional grid networks. This accounts for a total of \$117.95 million (2023 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).

Table C.3 Transit Life Cycle Program - Bus Operations: Others

Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024- 2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
ADA Paratransit Services	354.77	94.76	449.53	2006	
Rural/Flexible Routes	6.98	1.15	8.13	2006	
Commuter Vanpools	.00	.00	.00	2006	Vanpool operations are funded entirely through fares
Safety and Security Costs	4.69	.72	5.41	2006	
Valley Metro Planning and Administration	83.43	14.96	98.39	2006	Primarily funded through Valley Metro's allocation from Regional Area Road Fund
Regional Passenger Support Services	130.55	30.59	161.14	2006	
Existing Local Service	33.27	16.90	50.18	2006	
Existing Express Service	59.84	7.93	67.77	2006	
TOTAL	673.54	167.01	840.55		

Table C.4 Transit Life Cycle Program - Bus Capital

Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024-2026 (2023 Dollars)	Total Est. Costs: FY 2006-2026 (2023 and YOE Dollars)	Number of Units Constructed/ Installed through FY 2023	Total Number of Units to be Constructed/ Installed through FY 2026	Other Project Information
Arterial BRT Right-of-Way and Improvements	24.04	.00	24.04	25	25	
Bus Stop Pullouts/Improvements	4.67	6.75	11.42	424	424	Major reduction in planned bus stop improvements beginning in FY 2011 due to funding shortfall.
Dial-a-Ride and Rural Bus Maintenance Facilities	.00	.00	.00	0	0	Rural facility was postponed beyond 2026 and one DAR facilities is under preliminary design
Intelligent Transportation Systems (ITS)/Vehicle Management Systems (VMS)	65.13	4.38	69.50	1	1	Funding designated for system wide radio communications.
Park & Ride Lots	60.11	2.34	62.45	7	10	Three Park & Rides currently under construction will be completed by FY 2026.
Standard Bus Maintenance Facilities	110.88	.14	111.03	2	2	
Transit Centers (4 Bay)	.94	.00	.94	1	1	Numbers reflect the Peoria facility, though it was later converted to a park and ride.
Transit Centers (6 Bay)	2.00	.00	2.00	2	2	
Transit Centers (Major Activity Centers)	4.86	.00	4.86	1	1	
Vanpool Vehicle Maintenance Facilities	.00	.00	.00	0	0	Project was deferred indefinitely
TOTAL	272.62	13.61	286.23	463	466	

Table C.5 Transit Life Cycle Program - Bus Capital: Fleet

Route	Expenditures: through FY 2023: (YOE Dollars)	Est. Future Costs: FY 2024-2026 (2023 Dollars)	Total Est. Costs: FY 2006- 2026 (2023 and YOE Dollars)	No. of Units Procured through FY 2023	Tot. No. of Units to be Procured through FY 2026
BRT/Express	46.01	4.24	50.26	74	80
Local/SuperGrid	596.48	182.77	779.25	1,194	1,463
Paratransit	40.53	11.04	51.57	524	631
Rural	3.30	.51	3.81	23	27
Vanpool	33.39	9.50	42.89	959	1,181
TOTAL	719.72	208.06	927.78	2,774	3,382

Table C.6 Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Support Infrastructure

Facility	Design Expenditures: through FY 2023*	R/W Expenditures: through FY 2023*	Constructed Expenditures: through FY 2023*	Total Expenditures: through FY 2023*	Estimated Future Costs: FY 2024-2026*	Total Costs: FY 2006-2026 (2023 and YOE Dollars)	Target Opening Date	Project Length (Center-line Miles)	Other Project Information
CPEV Regional Reimbursements	.00	.00	272.40	272.40	.00	272.40	December 2008	20	Includes final disbursement request
Central Mesa Extension: Main Steet/Sycamore Dr to Main Steet/Mesa Drive *	.00	.00	.00	.00	.00	.00	March 2016	3.1	AA Costs
Northwest Extension Phase 1: 19th Avenue/ Bethany Home to 19th Avenue/Dunlap Road	7.11	.00	.00	7.11	.00	7.11	March 2016	3.2	
Tempe Streetcar: Main Steet/Rural Road to Southern Avenue	4.25	.00	.00	4.25	.00	4.25	May 2022	3	Project added in FY 2012 to cover AA costs as part of infrastructure support.
Gilbert Road: Main Steet/Mesa Drive to Main Steet/Gilbert Road	3.51	.00	.00	3.51	.00	3.51	May 2019	1.9	AA Costs - Project funded by City of Mesa
Capitol Extension: Washington Avenue/ Central Avenue to Capitol	16.72	.00	.00	16.72	.00	16.72	December 2028	1.4	AA Costs
I-10 West: Capitol to 79th Avenue	0	.00	.00	.00	.00	.00	Deferred	8.6	AA Costs
West Phoenix	3.51	.00	.00	3.51	.00	3.51	Deferred	5	AA Costs

Facility	Design Expenditures: through FY 2023*	R/W Expenditures: through FY 2023*	Constructed Expenditures: through FY 2023*	Total Expenditures: through FY 2023*	Estimated Future Costs: FY 2024-2026*	Total Costs: FY 2006-2026 (2023 and YOE Dollars)	Target Opening Date	Project Length (Center-line Miles)	Other Project Information
Northwest Extension Phase 2: 19th Avenue/ Dunlop Road to Metrocenter	9.52	.00	.00	9.52	.00	9.52	January 2024	1.6	AA & Draft EA
South Central: Washington/Jefferson Street to Baseline Road	7.11	.00	.00	7.11	.00	7.11	Mid 2025	5.5	AA & EA/CE - Project funded by City of Phoenix
Northeast Phoenix Link: Indian School Road/ Central Avenue to Paradise Valley Mall	.35	.00	.00	.35	.00	.35	Deferred	12	AA & Draft EA
50th Street LRT Station	.00	.00	23.64	23.64	.00	23.64	April 2019	N/A	New project adding a station on CPEV line
State of Good Repair	.00	.00	38.56	38.56	20.36	58.92	N/A	N/A	New project for capital SOGR program
Systemwide Support Infrastructure	.00	.00	186.26	186.26	14.51	200.77	N/A	N/A	Includes LRV expansions, OMC expansion and major upgrades
System Planning and Capital Project Development	76.44	.00	.00	76.44	20.22	96.67	N/A	N/A	
Utility Reimbursements	.00	.00	.00	.00	.00	.00	N/A	N/A	Reclassified to be included in each corridor project
TOTAL	128.53	.00	520.86	649.39	55.09	704.49			

*2023 Dollars

Table C.7 Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Route Extensions

Map Code	Facility	Design Expenditures: through FY 2023*	R/W Expenditures: through FY 2023*	Construc. Expenditures: through FY 2023*	Total Expenditures: through FY 2023*	Est. Future Costs:	Tot. Costs: FY 2006-2026 (2023 and YOE Dollars)	Target Opening Date	Project Length (Center-line Miles)	Other Project Information
T85	Central Mesa Extension: Main Steet./Sycamore to Main Steet./Mesa Drive *	5.39	17.97	158.22	181.58	.00	181.58	March 2016	3.1	
T82	Northwest Extension Phase 1: 19th Avenue/Bethany Home to 19th Avenue/Dunlop Road	18.45	75.48	229.15	323.08	.00	323.08	March 2016	3.2	
T84	Tempe Streetcar: Main Steet./ Rural Road to Southern Avenue	10.18	.43	188.33	198.94	.00	198.94	May 2022	3	Includes Tempe Streetcar enhancement project.
T86	Gilbert Road: Main Steet/ Mesa Drive to Main Steet/ Gilbert Road	8.04	11.80	157.89	177.72	1.25	178.97	May 2019	1.9	Project is funded by City of Mesa
T81	Capitol Extension: Washington Avenue/ Central Avenue to Capitol	0	0	0	0.00	87.72	87.72	December 2028	1.4	
	I-10 West: Capitol to 79th Avenue	.00	.00	.00	.00	.00	.00	Deferred	8.6	
T80	West Phoenix	.00	.00	.00	.00	.00	.00	Deferred	5	
T82	Northwest Extension Phase 2: 19th Avenue/Dunlop Road to Metrocenter	28.44	8.10	298.41	334.95	64.67	399.62	January 2024	1.6	
	South Central: Washington/Jefferson Street to Baseline Road.	141.18	18.92	781.00	941.10	381.54	1,322.65	December 2024	5.5	
T83	Northeast Phoenix Link: Indian School Road/Central Avenue to Paradise Valley Mall	.00	.00	.00	.00	.00	.00	Deferred	12	
TOTAL		211.67	132.70	1,813.00	2,157.37	535.18	2,692.55			

Table C.8 Transit Life Cycle Program - Bus Rapid Transit/Express Route Characteristics and Usage Summary: FY 2006 - FY2023

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2023 (Thousands)	Farebox Revenues: through FY 2023 (YOE Dollars)	Annual Average Boardings: through FY 2023 (Thousands)	Annual Average Farebox Revenues: through FY 2023 (YOE Dollars)	Other Project Information
T1	Ahwatukee Connector	Deferred	14.7	30	0	\$0	0	\$0	
T2	Ahwatukee Express	2006	20.8	138.6	654	\$1,308,963	130.8	\$261,800	Discontinued in FY2011.
T3	Anthem Express	Deferred	30.4	77.4	0	\$0	0	\$0	
T4	Apache Junction Express	Deferred	37.4	76.4	0	\$0	0	\$0	
T5	Arizona Avenue Arterial BRT	2011	12	221.2	1,789.3	\$1,961,195	223.7	\$245,100	Discontinued in FY2017.
T6	Avondale Express	Deferred	19	77.6	0	\$0	0	\$0	Route implemented early as a part of existing Route 563. Costs accounted for in route T19.
T7	Black Canyon Freeway Corridor	Deferred	16.6	67.7	0	\$0	0	\$0	
T8	Buckeye Express	Deferred	43.7	66.9	0	\$0	0	\$0	
T9	Chandler Boulevard Arterial BRT	Deferred	18.5	226.6	0	\$0	0	\$0	
T10	Deer Valley Express	2006	13.6	173.1	900.2	\$1,429,493	180	\$285,900	Discontinued in FY2011.
T11	Desert Sky Express	2006	22.6	83.6	520.4	\$550,429	104.1	\$110,100	Discontinued in FY2011.
T12	East Loop 101 Connector	2009	44.6	48.6	37.3	\$160,578	5.3	\$22,900	Discontinued in FY2015.
T13	Grand Avenue Limited	2006	15.5	15.7	191.9	\$373,218	10.7	\$20,734	
T14	Loop 303 Express	Deferred	38.1	77.8	0	\$0	0	\$0	
T15	Main Street Arterial BRT	2009	13	257.8	2,434.60	\$2,181,667	243.5	\$218,500	Discontinued in FY2017.
T16	North Glendale Express	2008	28.2	65.3	544.1	\$1,125,734	34.0	\$70,358	
T17	North I-17 Express	Deferred	34.4	87.6	0.00	\$0	0	\$0	

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2023 (Thousands)	Farebox Revenues: through FY 2023 (YOE Dollars)	Annual Average Boardings: through FY 2023 (Thousands)	Annual Average Farebox Revenues: through FY 2023 (YOE Dollars)	Other Project Information
T18	North Loop 101 Connector (Surprise to Scottsdale)	2008	31.6	79.7	57.5	\$279,739	14.4	\$69,900	Discontinued in FY2011.
T19	Papago Fwy Connector	2009	18.2	79.5	833.4	\$1,446,239	55.6	\$96,416	
T20	Peoria Express	Deferred	24.1	73.6	0	\$0	0	\$0	
T21	Pima Express	Deferred	35.4	72.2	0.00	\$0	0	\$0	
T22	Red Mountain Express	2009	28.1	70.2	784	\$1,212,001	52.3	\$80,800	
T23	Red Mountain Fwy Connector	Deferred	19.2	78.5	0	\$0	0	\$0	
T24	Santan Express	Deferred	44.9	228.9	0	\$0	0	\$0	
T25	Scottsdale/Rural Arterial BRT	Deferred	13.2	282.8	0.00	\$0	0	\$0	
T26	South Central Avenue	2013	9.4	29.2	0	\$0	0	\$0	Advanced 2 years, funded by the City of Phoenix
T27	South Central Avenue Arterial BRT	Deferred	9	120.9	0	\$0	0	\$0	
T28	SR 51 Express	2006	23.6	102.3	541.6	\$979,156	108.3	\$195,800	
T29	Superstition Fwy Connector	Deferred	17.5	26.8	0	\$0	0	\$0	
T30	Superstition Springs Express	Deferred	31.9	162.5	0	\$0	0	\$0	
T31	West Loop 101 Connector	2009	28.2	38.9	425.7	\$666,002	28.4	\$44,400	
TOTAL			757.4	3,237.9	9,713.9	\$13,674,413.4	1,191.0	\$1,722,708.8	

*2023 Dollars

Table C.9 Transit Life Cycle Program - Regional Grid Route Characteristics and Usage Summary: FY 2006 - FY2023

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2023 (Thousands)	Farebox Revenues: through FY 2023 (YOE Dollars)	Annual Average Boardings: through FY 2023 (Thousands)"	Annual Average Farebox Revenues: through FY 2023 (YOE Dollars)	Other Project Information
T40	59th Avenue	2006	16.7	90.5	5,197.6	\$3,865,545	288.8	\$214,752	
T41	83rd Avenue/75th Avenue	2023	15.4	25.4	81	\$25,363	80.9	\$25,363	
T42	99th Avenue	Deferred	16.5	401.3	0	\$0	0.0	\$0	
T43	Alma School Road	2006	12.6	221.4	1,839.0	\$1,018,947	102.2	\$56,608	
T44	Arizona Avenue/Country Club	2006	13.3	467.6	6,383.6	\$6,117,181	354.6	\$339,843	
T45.1	Baseline Road	2012	22.1	186.1	2,538.6	\$2,682,936	211.5	\$223,578	
T45.2	Dobson Road	2009	18.1	270.1	7,636.1	\$5,803,942	509.1	\$386,929	
T45.3	Southern Avenue	2006	27.9	588.1	15,388.7	\$11,760,683	854.9	\$653,371	
T46	Bell Road (via 303)	2019	21.1	152.8	882.9	\$242,350	220.7	\$60,587	
T47	Broadway	2011	27.8	95.3	2,536.0	\$1,145,853	195.1	\$88,143	
T48	Buckeye Road (Litchfield Road to Central Avenue)	Deferred	12.3	167.7	0	\$0	0.0	\$0	
T49	Camelback Road	2006	24.8	141.9	1,849.2	\$601,888	102.7	\$33,438	
T50	Chandler Boulevard	2006	21.8	531.9	4,802.3	\$5,046,457	266.8	\$280,359	
T51	Dunlap/Olive Avenue	Deferred	19.0	411.7	0	\$0	0.0	\$0	
T52	Dysart Road	Deferred	21	311.9	0	\$0	0.0	\$0	
T53	Elliot Road	2011	28.0	300.6	1,558.2	\$1,038,342	119.9	\$79,872	
T54	Gilbert Road	2010	14.8	353.9	2,995.9	\$2,421,558	214.0	\$172,968	
T55	Glendale Avenue	2006	21.1	249.5	13,010.1	\$5,984,491	722.8	\$332,472	
T56	Greenfield Road	Deferred	15.2	369.3	0	\$0	0.0	\$0	
T57	Hayden/McClintock	2006	22.1	571.1	6,244.0	\$4,780,329	346.9	\$265,574	
T58	Indian School Road	2019	22.7	93.9	1,411.4	\$169,000	282.3	\$33,800	
T59	Litchfield Road	Deferred	21.5	523.8	0	\$0	0.0	\$0	
T60	Main Street	2009	13.2	460.4	7,576.8	\$5,768,436	505.1	\$384,562	

*2023 Dollars

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2023 (Thousands)	Farebox Revenues: through FY 2023 (YOE Dollars)	Annual Average Boardings: through FY 2023 (Thousands)"	Annual Average Farebox Revenues: through FY 2023 (YOE Dollars)	Other Project Information
T61	McDowell/McKellips	2013	29.0	205.2	3,666.4	\$1,423,738	333.3	\$129,431	
T62	Peoria Avenue/Shea	2006	20.6	174.3	4,572.3	\$3,467,304	254.0	\$192,628	
T63	Power Road	2011	14.5	288.1	1,500.7	\$1,124,824	115.4	\$86,525	
T64	Queen Creek Road (Pecos P&R to Power Road)	Deferred	12.0	293.4	0	\$0	0.0	\$0	
T65	Ray Road	2018	11.0	194.9	95.4	\$48,824	15.9	\$8,137	
T66	Scottsdale/Rural	2006	28.3	918.5	20,078.9	\$20,466,128	1,115.5	\$1,137,007	
T67	Tatum/44th Street	Deferred	18.6	682.2	0	\$0	0.0	\$0	
T68	Thomas Road	2014	21.5	138.8	2,708.0	\$964,552	270.8	\$96,455	
T69	University Drive (to Ellsworth Road)	2020	28.2	485.8	1,262.9	\$544,122	315.7	\$136,031	Service in FY2011 but no service again until FY2020
T70	Van Buren	2013	25.1	142.9	2,456.4	\$886,351	223.3	\$80,577	
T71	Waddell/Thunderbird	2015	22.5	147.3	865.2	\$349,555	96.1	\$38,839	
TOTAL			680.3	10,657.6	119,137.3	\$87,748,699.7	8,118.4	\$5,537,852.4	

APPENDIX D - SOURCE LIST

Table 1.1: FY 2023 P400 Report_Chapter 1 Intro Tables

Table 2.1: FY 2023 P400 Report_Chapter 2 Regional Plan Tables

Table 2.2: FY 2023 P400 Report_Chapter 2 Regional Plan Tables

Table 3.1: FY 2023 P400 Report_Chapter 3 Regional Revenues Tables

Table 3.2: FY 2023 P400 Report_Chapter 3 Regional Revenues Tables

Table 3.3: FY 2023 P400 Report_Chapter 3 Regional Revenues Tables

Table 3.4: FY 2023 P400 Report_Chapter 3 Regional Revenues Tables

Table 4.1: FY 2023 P400 Report_Chapter 4 Freeway Tables

Table 4.2: FY 2023 P400 Report_Chapter 4 Freeway Tables

Table 4.3: FY 2023 P400 Report_Chapter 4 Freeway Tables

Table 5.1: FY 2023 P400 Report_Chapter 5 Arterial Tables

Table 5.2: FY 2023 P400 Report_Chapter 5 Arterial Tables

Table 5.3: FY 2023 P400 Report_Chapter 5 Arterial Tables

Table 6.1: FY 2023 P400 Report_Chapter 6 Transit Tables

Table 6.2: FY 2023 P400 Report_Chapter 6 Transit Tables

Table 6.3: FY 2023 P400 Report_Chapter 6 Transit Tables

Table 6.4: FY 2023 P400 Report_Chapter 6 Transit Tables

Table 6.5: FY 2023 P400 Report_Chapter 6 Transit Tables

Table A.1: FY 2023 P400 Report_Appendix A Freeway

Table B.1: FY 2023 P400 Report_Appendix B Arterial

Table B.2: FY 2023 P400 Report_Appendix B Arterial

Table C.1: FY 2023 P400 Report_Appendix C Transit

Table C.2: FY 2023 P400 Report_Appendix C Transit

Table C.3: FY 2023 P400 Report_Appendix C Transit

Table C.4: FY 2023 P400 Report_Appendix C Transit

Table C.5: FY 2023 P400 Report_Appendix C Transit

Table C.6: FY 2023 P400 Report_Appendix C Transit

Table C.7: FY 2023 P400 Report_Appendix C Transit

Table C.8: FY 2023 P400 Report_Appendix C Transit

Table C.9: FY 2023 P400 Report_Appendix C Transit